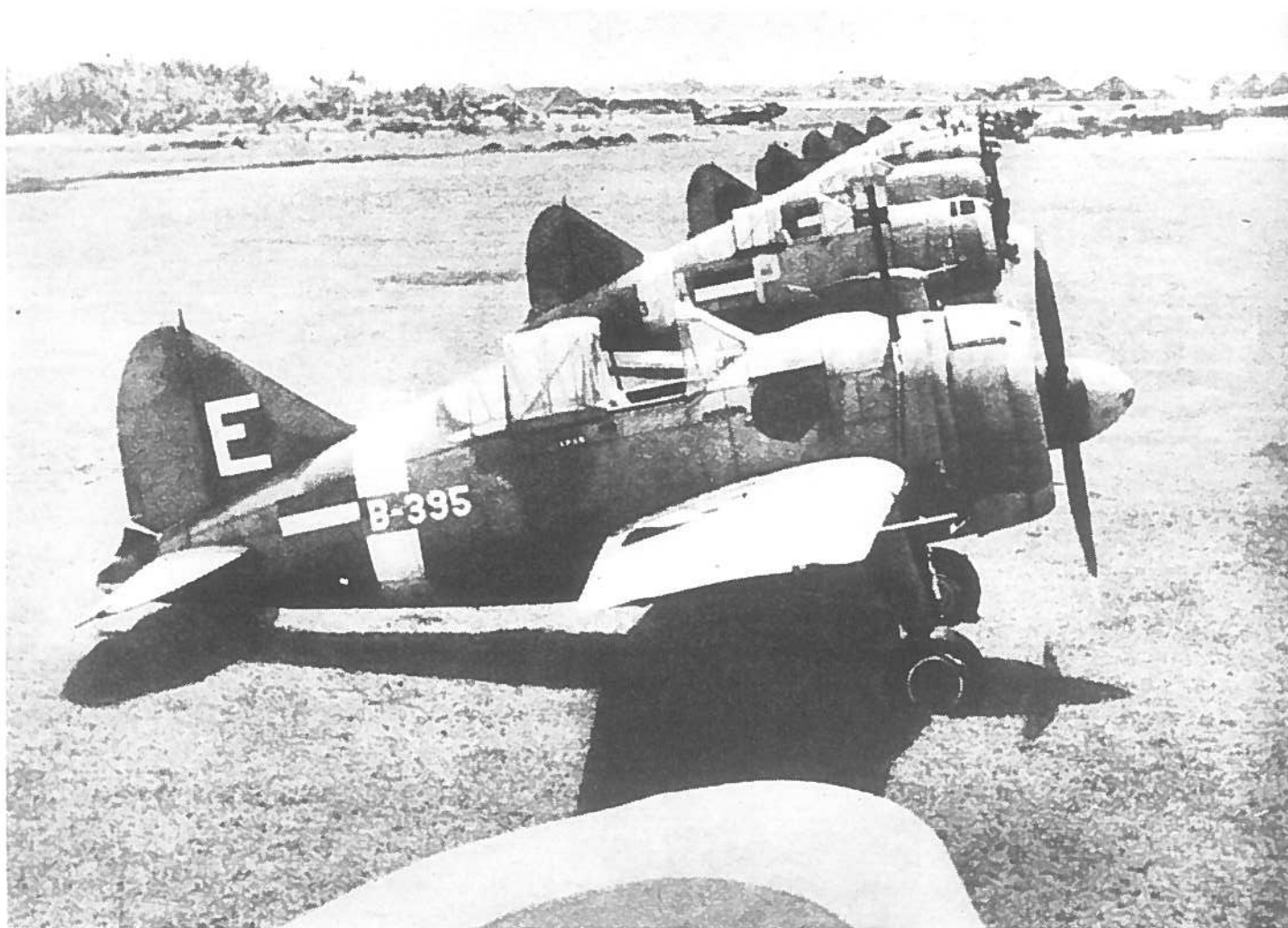


small air forces observer

vol. 16 no. 2 (62)
April 1992

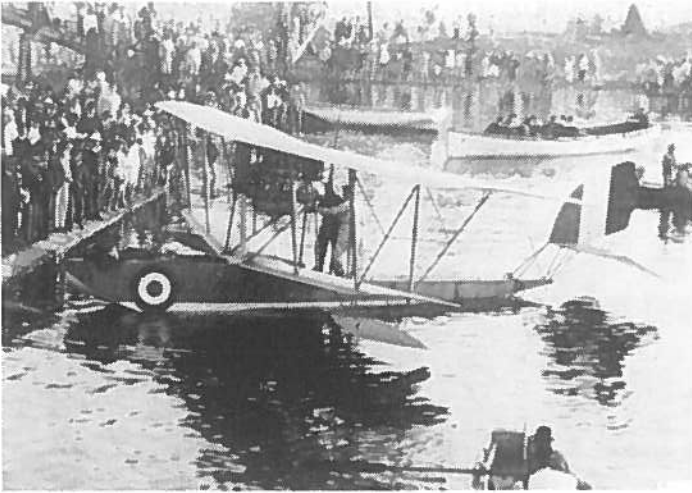
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SKYRAIDERS IN GABON, CHAD, & CAMBODIA
EAST & WEST GERMAN MiG-29 & Mi-8
ML-KNIL COLORS AND MARKINGS
ESTONIAN MAGISTER & ANSON
PARAGUAYAN NAVAL AVIATION
HOLLAND, 10 MAY 1940

vol. 16 no. 2 (62)

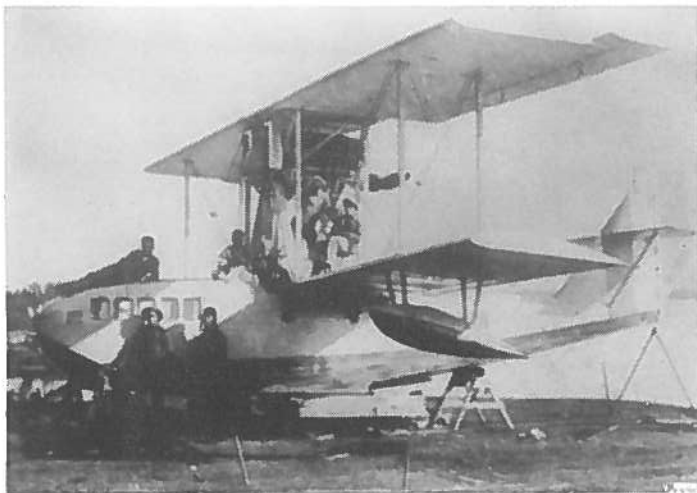
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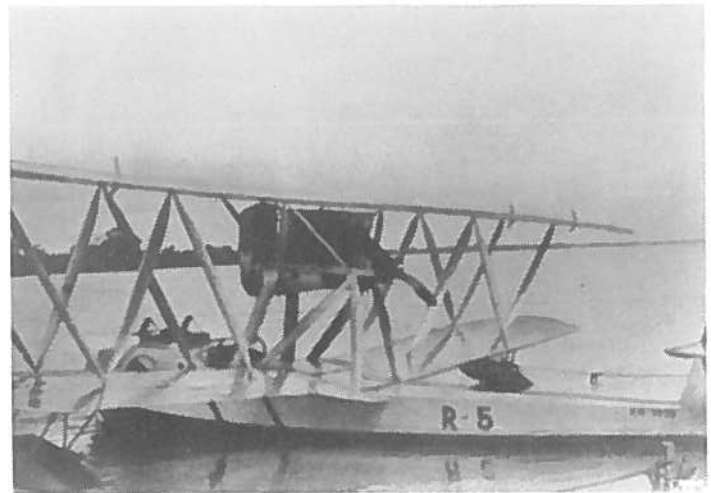
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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Bruno Dauzie, 1 rue des M. de Chateaubriand, 94490 Ormesson, France; Alain La Pierre, PO Box 2102 2102A, Les Delicias, Maracay, Venezuela; Michael Parr, #124 101 Tabor Blvd., Prince George, B.C. Canada; Richard Harrison,

"Halcyon", RD 3, Box 3639A. Stroudsburg, PA; Ellis Estes, 5 W. Glebe Rd., Alexandria, VA.

COVER COMMENTS: This line-up of captured Buffalo supplements the article by Jim Maas on the camouflage and colors of Dutch aircraft in the Netherlands East Indies which begins on page 53. (via author)

PHOTO CAPTIONS: The photos on pages 36 and 68 supplement the article on Paraguayan Naval Aviation which begins on page 41. (All photos from A. Sapienza Files.)

- Macchi-Lohner L.3, the first flying boat in Paraguay, Asuncion Bay, 1919.
- Savoia Marchetti S.59, R-1, Sajonia NAB, Paraguay River.
- CANT 10ter, Sajonia NAB, 1929.
- Macchi M.18, R-5, Bahia Negra NAB during Chaco War, 1933.
- SAML S.1, M.E.T. 1, over Sajonia NAB, 1931.
- Naval Aircraft Factory N3N-3, NAVAL 126, Sajonia NAB, 1989. Two tones of green camouflage overall (FS595 34227 & 34079 or Hunbrol HU120 & HU116), silver floats with black bottoms, and black lettering. Cowling and wing tips are orange and the cowl stripe is white. Wing and tail struts are silver.
- North American AT-6A, NAVAL 266, Sajonia NAB, 1983. Same two-tone green camouflage (approximately HU038 and FS595 34227), black lettering, and orange cowling and wing tips. Black anti-glare panel and white stripe on cowling.
- Bell H-13H, H-51, H-53, & H-55, Sajonia NAB, 1973. Two-tone green camouflage (same as N3N-3) with black-rubber pontoons and white lettering. Rotor blades are black on both sides.
- Hiller UH-12E, H-56, Asuncion, early 1980s.
- Cessna 150M, NAVAL 124, Asuncion International Airport, 1986. White overall with red trim and white lettering. [Editor's note: A color photo of NAVAL 122 appears on page 65 of "Air Forces of the World" by Hewish, et al.
- Helibras HB-350/UH-50 Esquilo, ARMADA H-502, Asuncion, 1985. Grey-green overall (approximately FS595 34432) with red band on tail boom, white lettering, and black skids. Rotor hub appears to be white and the blades are blue on both sides.
- Cessna 310, NAVAL 142, Asuncion International Airport, 1989. White overall with red trim and white lettering.

IN MEMORIAM: This issue is dedicated in memory of my friend Buddy who, 50 years ago, in a Straight called Sunda, half way around the world from his home, gave his life for his country. It this way, may we remember, and honor, all the brave young "Buddys", of all nations, who have needlessly died because of the folly of the politicians. They are still dying today, in such places as Bosnia and Armenia. Where will they be dying next year? Fifty years from now?

AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). Spring 91 (28 pages) "Naval Liberators" 2 pages including 2 side-view drawings of USN PB4Y. "Modelling the Blackburn Skua" 10 pages including a 2-page, 4-view, 1/72-scale drawing; 6 side-view drawings, and top-, bottom-, & side-view drawings of a target-towing Skua. "Iberian Airwar" 2 pages consisting of 7 side-view drawings (SM S.55X, He 70F, MS.233, Messerschmitt M.35, Fiat CR.32, He 112B, & Bloch MB.210 in Spanish markings). "Portuguese Hurricane" 1/2-page with one side-view drawing. "The 3,000 Hour 'Mirage'" one page with scale drawing for modeling the "oil-drum Mirage" used to "hose down" a pilot after he flies his last operation before taking up a desk job. "A Belgian Dakota" 2 pages including one side-view drawing.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggeldgasse 18/2/14, A-1160, Wien). 4/91 (32 pages) "Avis Flugzeuge" 5 pages including one photo and 4 side-view drawings (Avis BS-I, BS-II, & BGV-I). "Fokker F.XI Universal" 6 pages including 8 photos.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues for 165 FB, add 120 FB for airmail). #83 Autumn 1991 (38 pages) "The Belgian Brewster B-339 in 1/48 Scale" 5 pages including 12 photos [4 of cockpit interior, 2 of aircraft (one a rare color photo), and 5 of model]. "Hanriot HD.1: Part I" a 4-page review of available kits and a page of 4 photos for Belgian HD.1s. Non-aviation articles include one on the Belgian M-109 (with drawings and 8 photos) and an outstanding article on scratch building a 1/200-scale Belgian Frigate 'Wielingen' with a color photo of the ship, 6 photos of details, 7 photos of the model, templates, and magnificent 1/200-scale drawings. The English-language summary now comes as a 4-page insert.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ. Subscription is \$7.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.) 4/91 (20 pages) "Brazilian Navy Sea Kings" 2 pages including 2 side-view drawings. "Brazilian P-47" top- and side-view of 'D 4' in Italy. 1/92 (24 pages) "SH-3D Sea King" one page including one photo. "Cores e Pinuras" one page including 3 side-view drawings of Brazilian Mirage III and two color chips (medium blue grey and dirty white).

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$20.00 in US \$22.00 elsewhere). 21/6 (24 pages) "Grumman Goose in Canadian Service" 12 pages including 14 photos and 7 side-view drawings on military and civilian 'Canadian Geese'. "Aircraft Used by Canada's Armed Forces 1909-1991 (Kit List in 1/72nd Scale) Part 2" 4-page table from Fairchild C-119F Boxcar to Westland Wapiti Mk. IIA.

22/1 (24 pages) "Bell 47" 8 pages including 9 photos and 5 sketches of construction details. "Bell 47G by Esoteric Models" 2 page kit review. "Pre-Stressed Plastic" (Sounds like the name for a new modelling publication.) 2 pages on scratch build a 1/48-scale Bell 47 using a jig to straighten and align the framework of plastic rod. "Lightning over Prince George" 3 pages on a tragic accident of a civilian F-5G Lightning including 2 photos and drawings of the revised nose.

DENMARK

NYT (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegs Alle 6, 2100 Kobenhavn 0; 4 issues for 90 Dkr surface, 100 Dkr airmail). #54 (30 pages) "FMA IA-58 Pucara" 4 pages including 5 side-view drawings (Argentina, Colombia, Uruguay, & UK).

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £18.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; \$22.00) 6/91 (24 pages) "Modelling the '110'" 6 pages on modeling the Me-110 including 12 side-view drawings of Luftwaffe aircraft. "Me 110 in Iraq" one page including top- and side-view drawings of an Iraqi 110D-3 (sic) "contrary to previous illustrations" in standard day-fighter scheme. The authors state "There is no evidence of the sand colored machine illustrated in the Profile." "Frogfoot: The Sukhoi Shturmovik" 5 pages including 6 side-view drawings (3 Czech and one Iraqi). This issue also includes a 12-page "Product Review" and a 8-page report of the IPMS-UK National Championships.

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., Unit 308, J.C. Albyn Complex, Burton Rd., Sheffield S3 8BZ; 4 issues £17.00. In USA: J.J. Daleda, 4314 West 238th St., Torrance, CA 90505; 4 issues \$18.00). #29 (28 pages) "Wibault 72C1" one-page 1/72-scale 3-view drawing. Many, many kit reviews.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). 4/91 (20 pages) Nothing of small-air-force interest.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia). 6/91 (32 pages) "Tigerflug nach Fairforth" 4 pages including 9 photos (Belgian F-16, French Magister, Canadian F-18, and Czech MiG-29 & MiG-23). 7/91 (32 pages) "Was geschah mit der Jugoslawischen Luftwaffe während des Krieges mit Deutschland und Italien" 6 pages including 7 photos (Yugoslav Do Y, Do 22, Do D, Bf-109E-3, Do 17K in Egypt, & Fi 156B) and a table titled 'Übersicht der jugoslawischen Flugzeugtypen' listing 43 aircraft (most familiar) but, among which are 48 MS-406/410, 'kennung' 2301-2348, and 'Einsatz ab' 1944(sic); What is all this about? "Hungarian Ju-88" one page including one photo and a side-view drawing of 'F9 + 23'. 8/91 (32 pages) Photo: Polish Il-14.

1/92 (32 pages) "Die Fieseler Fi 167" 4 pages including 5 photos. The "New Kit Report" list a 1/72-scale Junkers F 13 from Revell.

ITALY

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; 4 issues 30,000 Italian Lira in Europe or US\$35.00 overseas). 2/90 (32 pages) "Il Tornado e la Locusta" 7 pages including 9 photos and one side-view drawings of Italian tornados in the Gulf War. "Junkers Ju 52 'Servizi Aerei Speciali'" one page including side-view drawing of Italian Ju 52 with Piaggio P.X.R. engines. "Bundesluftwaffe MiG-29" 2 pages with 3 photos of East and West German MiG-29s. "L'Ansaldo Balilla nell'Aeronautica Polacca" 4 pages including 3 photos and 4 side-view drawings. 3/4/91 (32 pages) "Le versioni del Suchoj 25 'Grac'" 11 pages including 11 photos, 3 pages of 1/72-scale drawings, and camouflage scheme for Czech aircraft '1005' (with FS595 equivalents). "Un Pompiere Volante Italiano" 2 pages of drawings of Italian "fire bomber" Canadair CL-215. "AB-212 ASW" 3 pages including 2 photos and sketches of interior details. Non-aviation articles include one on the Swedish "S" tank with 1/35-scale drawings.

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

12/91 (98 pages) Color photos: "Free Kuwait" Mirage F.1 '710' and Swiss Hawk 'U-1270'. "Tra India e Afghanistan" 20 pages including 25 color photos of Pakistan aircraft (F-16, F-6, A-5, F-7, T-33, Mirage, C-130, King Air, T-37, FT-5, Saab, & FT-6) and an account of Afghan action (with English summary). "Emergenza Albania" 5 pages including 7 color photos of Italian HH-3F's on rescue missions. "La Guerra delle Insegne" 4 pages including 7 photos of Italian aircraft during the Spanish Civil War. 1/91 (98 pages) Color photos: German Su-22, MiG-21, & MiG-23 in colorful markings. "La Campagna d'Angola 1987-1988" 9 pages including 10 photos of SAAF Mirage F.1. "Le Adventure di un Ricognitore USAAF" 4 pages including 6 photos and a color side-view drawings of a captured Lockheed F-5E photo Lightning in Luftwaffe markings. 2/91 (98 pages) Color photos: Iraqi Mi-24 & Su-22, Turkish CN-235, UN Mi-8T '25495' in Yugoslavia, and Argentine Pucara 'A-557' & Super Etendard '3-A-207'. "Agguato nel Cielo Croato" 3 pages including 6 color photos ("Moritor Mission" AB.205 & AB.206), one map, and story of AB.205 'EC-305' shot down by Yugoslav MiG-21. "Guardiani dei Mari" 8 pages including 10 color photos of Italian Coast Guard P.166.

POLAND

AERO TECHNIKA LOTNICZA (Bartycka 20, 00-716 Warszawa 36. 12 issues US \$32.00.) 1/92 (44 pages) "F-14 Tomcat" 8 pages including 2 pages of 1/72-scale drawings, one page of sketches of details, and camouflage schemes for two Imperial Iranian AF F-14As. "Uzbrojony Sokol" 2 pages of photos of the new Polish helicopter. "Ceskoslovenske Vojenske Letectvo" 4 pages on Czech AF 9 color photos and 4 b&w photos. "Rozwoj CWL/WCZL 1918-1927" 4 pages including 7 photos of company building Hanriot HD-14E2 and CZLH-28 in Poland. "L-14H LOT u nas wojnie" one page with photos and drawing of LOT Electra 'SP-BPM' in Norway. [Editor's note: This is the scheme unearthed by SAFCH members in Norway]

and Poland and first published in SAFO #57. No mention of this is made in the article. Come on, guys! Wouldn't be a lot more fun if we let everybody know how much international cooperation goes on in aviation research.] "Polish Registration" a one-page table takes the story from SP-BPB to SP-BAK and the beginning of WWII. "Bell 412" one page with 7 color photos of aircraft carrying the Polish checkerboard. Photos: Polish Sp-1 and Nieuport 24.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30 overseas).

#135 (138 pages) "The Wright Stuff: Part IIIA" 18 pages including 17 photos, and scale drawings of the Model A. "Burgess: Part IX" 10 pages including 24 photos, and 3 drawings of the Burgess-Dunne AH-7 and AH-10. "Curtiss Pusher Ailerons" 7 pages including 13 photos. "Martinsyde Trans-Atlantic

Monoplane" 4 pages including 7 photos and drawings. "Fokker D.VII" 9 pages including 19 photos (4 of Swiss machines). "Sikorsky S-29A" 10 pages including 8 photos and scale drawings. "The Aviatik Fighters" 10 pages describing the D.I (3 photos), D.II (4 photos), D.III (6 photos & scale drawing), D.IV (one photo), D.VI (4 photos), and D.VII (4 photos & scale drawing). "Engines" 4 pages with 4 photos and 2 pages of drawings. "Drawings" 2 pages on the 1909 Farman.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30.00 overseas.).

#21 (84 pages) "Planes of the Dole Race" 7 pages with 27 photos. "Soviet Glider Torpedo Projects 1933-40" 13 pages including 22 photos and 2 pages of scale drawings. "Douglas World Cruisers" 3 pages with 7 photos. "Savio Marchetti S-56" 2 pages with 5 photos. "US Experimental Aircraft February

1939" 9 pages with 7 photos and 5 pages of tables. "Fokker F.XX Story" 4 pages including 7 photos. "Wibault Aircraft: First to last" 8 pages including 17 photos. "Seversky P-35A" 10 pages including 7 photos and 5 pages of drawings. Photos: 3 Spanish Polikarpov R-Z.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$8.00 for US, \$9.00 all others).

80 (16 pages) "Fokker T-2" one-page review of 1/72-scale vacuform kit by VLE. "The Myasishcheyev MYA 201-M in 1/72 Scale" 2-page review of vacuform kit by Contrail. "Aircraft of the Aces: Leonard Lilley's F-86" one page including a side-view drawing.

AIR FORCES MONTHLY & AIR INTERNATIONAL ABSTRACTS

AIR FORCES MONTHLY, PO Box 100, Stamford, Lincs, PE9 1XQ, UK. (12 issues \$49 surface or \$68 airmail)

8/91 "Yugoslavian Breakup" one-page including b&w photos of Slovenian Police Bell 412, JRV (Yugoslav AF) Gazelle/Partizan, and J-22 Orao 2. "Bulgaria's Air Force Reborn" 6 pages including color photos of Mig-21, LET 410, L-29 Albatros, Mig-29, & Mig-23BN; and b&w photos of Mig-21bis, Mig-23MF, Mig-29, Su-25K, Su-22M4, An-30, & Mi-4. "Sweet Hunter" 2 pages including 2 b&w photos of Iraqi Hunters. "Fly by Knight" 3 pages including color photos of Canadian AF CT-33 'Black Knight' and silver CT-33. Color photos: Czech AF Mig-21's and Mig-29.

9/91 "Defenders of the Faith" The Royal Saudi Air Force" 9 pages including color photos of F-15, Tornado IDS, S-70 Desert Hawk, F-5E; and b&w photos of Tornado ADV, F-15C, Hawk T-65, F-5F, KE-3A, C-130H, Airtech CN-235M, Pilatus PC-9, Bell 506CS, VC-130H, BAE 125-800, and Jetstream. "East West Germans" includes color photos of Su-22U, Mig-23ML, Mig-21SPS, Mig-21MF, & Il-62M; and b&w photos of Mig-23BN, Mig-21bis, Tu-134A, L-39V, & Tu-154M. Color photos: 2 Belgian F-16's (one of the 'THREE FIFTIES' squadron and the other in Tiger Meet markings; Italian F-104, Portuguese G-91, & Dutch F-16 in Tiger Meet markings.

10/91 "Air War over Slovenia" 3 pages including color photos of JRV Mi-8 and J-22 Orao; and b&w photos of JRV Mi-8, Soko Gama (Gazelle), An-26, & Super Galeb. "Air War over Croatia" 3 pages including color photos of JRV Mig-29 & Mig-21bis; and b&w photos of JRV J-22 Orao & Dutch Alouette III in EC Monitor markings. "Mexico's Naval Aviation" 6 pages including color photos of Beech F-33 Bonanza, Bo-105C, Casa C-212, & Learjet 24D; and b&w photos of Casa C-212D, Cessna 402, 404, 337, & 152, Fairchild F-227, Tonstih MX-1 (without wings), & Hughes MD-500E. Color photos: Czech Su-25, Polish AF display team TS-11 Iskra, Belgian F-16 (49th anniversary of

28 Sq), Israeli F-15C, Thai Dornier Do 228-212, & Italian TAV-8B Harrier. B&W photos: Belgian Alouette III in 'Wasp' team markings, Hungarian Mig-21UM, Ecuadorian IAI Arava, Indian AF Otter, and Ethiopian Otter & Mi-35.

11/91 "The Numbers Code" 4 pages on the coding system of the Canadian AF; color photos of CF-188, DHC-5 Buffalo, & CH-135 helicopter; and b&w photos of CT-114 Tutor, CH-124 Sea King, CC-142 Dash 8, CH-113 Labrador helicopter, CP-140A Arcturus (Orion), & CT-134 Musketeer. "Gnats over Bangladesh" 7 pages including several color photos of #2 Squadron's Gnats with various camouflage schemes, a 2-seat Gnat, & the last airworthy Gnat in camouflage; and b&w photos of several of uncamoouflaged Gnats, a Pakistani Sabre Mk 6, and examples of Indian AF Hunters & An-12. Color photos: Canadian CF-188 Hornet in Tiger Meet markings, South African Turbo Dakota, Belgian Mirage 5BA of #8 Squadron, & Czech Mi-2 & Mig-21U. B&W photos: Iskra of the Polish display team, Austrian Draken, Yugoslav Learjet & Mi-8, and Mig-23MF & Mi-24 in the new chevron insignia of the Hungarian AF.

AIR INTERNATIONAL, PO Box 100, Stamford, Lincs, PE9 1XQ, UK. (12 issues \$49 surface, \$70 air mail)

9/91 Color photos: Mig-21MF of Hungarian AF in new national markings, Czech AF Il-14FG & LET 410FG, & Italian TF-104G in colors celebrating 75,000 hours flown on the Starfighter by 20th Gruppo, 4th Stormo. The issue also includes a section titled "Military Aircraft Directory: Part 4" which contains b&w photos of trainer and light-attack aircraft for many small air forces. A couple of the more interesting are the Irish Cessna R-172, Philippine T-28, and Myanmar (Burma) Soko Super Galeb G-4.

10/91 "On Target: A Review of Precision Air Attacks in the Gulf War" 6 pages with several color photos of damaged or destroyed Iraqi aircraft. Included are a couple of Pilatus PC-9 armed trainers,

a Su-25K Frogfoot A, a Mig-21U, a Mig-29, a Mil Mi-17 Hip H, and a Mi-24 Hind D, each in various states of disrepair. "Elliniki Aeroporia" 7 pages on the current status of the Greek AF. Color photos include F-16C, Mirage 2000's, Mirage F-1CG's, two F-104G's, NAMC YS-11A, and two F-5's. One of the latter aircraft is an F-5A; the other is an ex-Jordanian F-5B in Greek insignia, but with the Jordanian markings showing as well. Included in the b&w photos are an RF-4E, F-4E, T-33A, A-7H, C-130H, Cessna T-41D, AB-205A-1, Rockwell T-2 Buckeye, Grumman Ag-Cat, and F-16 2-seater. "Albatross: Amphibious Airborne Angel" 9 pages on the Grumman HU-16 Albatross. Color photos include HU-16's from the Mexican Navy, Brazilian AF, Spanish AF, and the Indonesian AF. B&W photos depict HU-16's from the air arms of Spain (Navy), the Philippines, and the Republic of China. Two other b&w photos of small air force interest include a Yugoslav Rogozarski IK-3 and two Kuwaiti BAE Lightnings at Al Salem Airfield at the end of the Gulf War.

11/91 "A219: Italy's Mean Mongoose" 9 pages discussing the development of the Italian A 129 attack chopper. Includes several b&w and color photos and a cutaway drawing. "PAF - Quality if Not Quantity" 8 pages on the current Pakistan Air Force. Color photos include two F-16's, several Chengdu F-7P's (Chinese Mig-21), a Shenyang FT-7, several Shenyang F-6's, a line-up of Nanchang A-5C's, several Shenyang FT-5's, and single examples of Cessna T-37, MFI-17 Mushshak, and AT-33A. There are b&w photos of the Fokker F-27, C-130B, Shenyang F-6, Mirage III/5, Boeing 707-320, A-Louette III, and Piper Seneca II. Color photos: Czech L-29's (3), Z-37 Cmelak, Let L-410, & Yak C-11 PK-35 and East German Mi-2. Color profiles: Republic of Korea AF and South African AF P-51 Mustangs from the Korean War.

Don Van Winkle (SAFCH #968), 9302 Kings Cross, San Antonio, TX 78250.

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"I have had excellent response to my request for information on the A-4. Many thanks to Dan Hagedorn (USA), Dan Petz (Cz), & Paul Adams (NZ). However, I still need more information of A-4's in Israel, Indonesia, & Kuwait (pre- and post-invasion). and Singapore's Super Skyhawk with F404 engine and other upgrades.

"It's surprising that I've had no response to my request for information about the OV-10. However, as this type is phased out of US service, it will go to several small AFs (Colombia, among others), so maybe there will be renewed interest." Bob Mills (SAFCH #139), 2413 South 9th St., Arlington, VA 2204-2302.

"Since my projects usually have a very long gestation period, I hesitate to 'go public', but I'm trying to compile an 'Encyclopedic Catalogue' of all aircraft used by the belligerents in WWII. This started as a power-plant cross reference, but I soon realized there was no such list out there. Many of my entries have come from the pages of SAFO, so I would like to appeal to SAFCH members to send me their lists for the smaller belligerents. I would like the final list to include: (1) By aircraft: Aircraft type & mark, manufacturer(s) & number produced, power plant, armament, equipment, crew, countries, and references to drawings. (2) By country: Aircraft type & mark, dates of service, numbers in service, and units operating.

"I would like to include all aircraft, combat as well as training, transport, etc., except prototypes, impressments (except captured/interned), and non-service (ground-school, hacks, evaluation). But, only those in service during dates of belligerence. I can supply a list of dates.

"Following purchase of a computer and transferring all my 3X5 cards, I hope to 'publish' before September 1995. The format will be loose-leaf and updates will follow as required. All participants will receive a copy."

Wesley Moore (SAFCH #84), 5802 North East 59th St., Seattle, WA 98105.

"WANTED: Numbers 44, 108, 178, 188, 214, and 215 of 'The Illustrated Encyclopedia of Aircraft'. Also, 'Polish Aircraft 1893-1939' by Jerzy Cynk." Ed Snarski (SAFCH #947), 111 Swanson Rd., Wilkes-Barre, PA 18702. Telephone (717) 824-2323.

"Scale aircraft kits for exchange or sale. 1/72, 1/96, 1/144; Novo, Alfa, Hobby, Patriot, etc.; 1/48 scale kits; 1/72 die-cast metal kits, and much more." Eglis Pelecis (SAFCH #1219), Strelnieku 7-5, Riga 226010, Latvia.

"I need 3-view drawings and technical data for the following aircraft: Potez 39, Potez 391/391b; Caproni Ca-111 with and without floats; Hanriot

15AP; Hanriot 240; DH Dragon 89 with pontoons. Any help will be greatly appreciated." Juan Rodriguez-Sawao (SAFCH #815), PO Box 40192, Nashville, TN 37204.

"I'm working on a history of the Sikorsky S-58/R-34, including an 'In Action' book for the Squadron/Signal series. I would like to hear from anyone with material on, or recollections of, this type. While I especially need information and photos related to the small air forces, my wants are really unrestricted as to time, place, or user." Lennart Lundh (SAFCH #1218), 16236 South Haven Ave., Orland Hills, IL 60477-5949.

"FOR SALE: Bound volumes of Air Enthusiast #1 July-Dec 1971; #2 Jan-June 1972; #6 Jan-June 1974; #7 July-Dec 1974. Each volume \$15.00. Aviation Quarterly Vol. 8 #1 \$25.00. Complete set of Air Classics 1977 to Sept 1991 - make offer on set; enclose SASE or SAS postcard."

Burt Leake (SAFCH #665), 4291 Larchwood Place, Riverside, CA 92506.

"Does anyone know the whereabouts of Alejandro Milanese from Argentina?" Kimberly Margosein (SAFCH #104), 2813 E. 192 St., Lansing, IL 60438.

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LAS VEGAS: '91 SCALEMASTERS & O.S.A.A. Hansen Scale Aviation Videos, 10807 S.E. Stacy St., Portland, OR 97266. \$19.95 plus \$3.00 shipping and handling.

If you've never seen the big scale models fly, this is your chance to see the best, close up, at a fraction of the cost of going to Las Vegas. This informal videos starts with SAFCH member Dick Hansen walking around taking to the contestants and look-

ing over their shoulders while they assembly their masterpieces. We are then taken to the flying field where we see lots of beautiful flying, both low and slow (Taube) and low and fast (B-26 Invader), and a few crashes. Aircraft in small-air-force markings noted include a beautiful Cuban Waco, Argentine Hawk 75, Moroccan T-34, Brazilian Tucano (mistakenly identified as an "Italian aircraft"), and a Canadair CL-215 fire bomber.

This is #12 in a series that goes back to 1987, and I wouldn't be surprised if they weren't all as much fun as this one is. [Editor's note: The review copy is available to SAFO readers for \$12.00; just enough to cover Dick's SAFCH membership for another year.]

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Injection Molded Aircraft Parts, Roberts Model, 18 East Clay Ave., West Hazleton, PA 18201.

The resin and metal parts produced by Jeff Roberts (SAFCH #617) have been reviewed frequently in this column, and, while the variety of subjects has been praised, the quality of the work was generally below that available from more well-known producers. However, the latest batch of review items shows a quantum jump in quality. Both the resin and metal parts are sharply molded with lots of detail and no flash. Roberts Model products are now second to none.

Review items include: 1/32-scale German Mg.81 with 2 cartridge belts; metal; \$1.75. 1/48-scale Browning 50-cal with cartridge belt and bead sight; 2 sets; metal; \$1.75. 1/48-scale 75-gal metal drop tanks for P-39, P-51, etc.; pair; resin with metal sway brackets; \$4.50. 1/48-scale P&W R-1830 7-cylinder engine; pair; resin; \$3.00. 1/72-scale 5" HVAR rockets; 6; metal; \$2.50. 150-gal Duramold drop tank for F4U; pair; resin; \$3.00. 1/72-scale cowlings with engine; 17 x 9 mm for Electra, etc.; resin; one; \$1.50. New, but not included for review, are the long awaited cowlings for the 1/72-scale Beaufort and

Beaufighter. (Can we look forward to properly blistered cowls for the Frog Blenheim, Lysander and Fokker D-21?)

Jeff also continues to expand his line of 'Parts Kits' for Combat and ID vacuform kits; e.g. 1/32 He-219 \$15.00, Ta-154 \$15.00, Stuka \$8.00, & Lagg-5 \$13.00. For a full list of Parts and Kits, send an SASE to Jeff. (If you order a Roberts Model part from the SAFCH, a copy of an older list will be included. However, remember that only one of each part is in stock at the SAFCH.)

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"During recent visits to the National Archives in Washington DC and to the Department of the Mexican Air Force in Mexico City, I came across new information pertaining to two of my articles that have appeared in SAFO. The National Archives provided me with Military Attache G-2 reports on the Ryan STA trainers in Mexico (see SAFO #28). The Mexican Air Force provided me with xerox copies of two book, written by Mexican pilots and previously unknown to me, that provided further information on the Mexican Goodwill Flight of 1929 (see SAFO #57).

"The dates and circumstances of the crashes of three of the Mexican Ryans can now be identified from the G-2 reports: Ryan No. 4 (c/n 185) was lost on 12 September 1938 near Balbuena Airfield, Mexico City, killing the student pilot and his instructor. Ryan No. 1 (c/n 182) was lost 6 October 1938 near Lecheria outside of Mexico City while on maneuvers with the 2d Artillery Regiment; the aircraft was completely destroyed, but the two crew members survived with injuries. Ryan No. 6 (c/n 187) was lost 10 October 1938 at the Balbuena Airfield, Mexico City; the student pilot was killed.

Thus, three of the Mexican Ryans were lost within a space of one month.

"This leaves us to find the date for the loss of Ryan No. 2 (c/n 183) which we know crashed at Toluca. It is interesting to note that the AOB (aircraft on board) of 31 July 1942 lists one Ryan, No. 3, at the Military School in Monterrey, N.L., but with the note 'ceased operations Jan. 29, 1942'. Finally, G-2 Report No.8249 states that the Ryan arrived via train at Mexico City on 12 January 1938.

"Concerning the article on the Mexican Goodwill (Continued on page 48)

AVIACION NAVAL PARAGUAYA

A brief History of Paraguayan Naval Aviation 1929 to the Present Time

Antonio Luis Sapienza

[Editor's note: For those readers who didn't know that Paraguay had a navy, here is some enlightenment from 'Militair 1982': "Although Paraguay is a land-locked country, it is divided into two parts by the Paraguay River, an important waterway which is navigable for the most of its length. Asuncion, the capital, is also a busy port - 950 miles from the sea. Paraguay has thus both a merchant navy and a war navy, mostly limited to river traffic."]

Introduction (1919): In August of 1919, a Macchi-Lohner L.3 of the Italian Military Mission in Argentina made the first flight between Buenos Aires and Asuncion, Paraguay. This flying boat was then donated to the Paraguayan government and Lt. Arturo Escario was sent to Argentina to receive training on the L.3. His instructor was a member of the Italian Mission. During his first solo flight on the L.3, in September 1919, Lt. Escario was killed when he crashed near Buenos Aires. Although the L.3 never actually belonged to the Aviacion Naval, which was not founded until 1929, it is mentioned here since it was the first Paraguayan flying boat.

The Naval Aviation School (1929-1932): In April of 1929, an Italian officer, Lt. Col. Ernesto Colombo, brought two flying boats to Paraguay from Buenos Aires; a Savoia Marchetti S.59bis (Argentine civil registration R-ACTZ) and a CANT 10ter (R-ACVX). These aircraft had been used by "Taxi Aerei" on a route between Buenos Aires and Colonia, Uruguay. They were offered to the government of Paraguay who purchased them with the objective of creating the Naval Aviation School (Escuela Aeronaval) which was founded at the Sajonia Naval Base in Asuncion

in 1929. The first instructors were three Italian officers: the above mentioned Lt. Col. Colombo and Cesare Sandroni and Antonio Costagliola. From 1929 to 1932, a number of Paraguayan naval officers received training on these flying boats and a large number of flights were carried out between the Naval bases along the Paraguay River.

The Chaco War (1932-1935): Friction between Paraguay and Bolivia over possession of the Chaco region increased during 1932 to the point where a full-fledged war began in June of that year. The two flying boats operated from Bahia Negra Naval Aviation Base some 400 miles up river from Asuncion. A pair of bamboo hangers were built to shelter the flying boats.

The CANT was used to deliver medicine, food, ammunition, and bombs to bases along the Paraguay River, as well as to transport top-rank officers and to evacuate wounded soldiers. The S.29bis was fitted with a 7.65-mm Madsen machine gun and bomb racks under the wings which could carry up to four 70-kg bombs or two 104-kg bombs. It flew several bombing missions over Bolivian fortresses. Neither flying boat appears to have been bothered by Bolivian fighters at any time during the war.

In 1933, the S.59, which had been given the s/n R-1 (R for reconnaissance), was badly damaged when it made a forced landing in the Chaco. [Editor's note: A photo of the damaged

R-1 appears on page 66 of the Italian book, "Aeroplani SIAI 1915-1935."] Navy mechanics dismantled the plane and transported the parts to Asuncion. There it was totally repaired; the hull was reinforced and new wings were fitted, and it went back into active service. It survived the war and was in service until 1940. The CANT 10ter, which was never given an s/n, served only until 1933 when it was dismantled.

It should be mentioned here that prospective naval pilots received their first training in a land plane, the SAML S.1 biplane. This aircraft was shared with Army Air Force pilots at the Nu-Guazu Air Force Base near Asuncion where the instructor was another Italian pilot, Sgt. Nicola Bo.

Because of the extraordinary useful service provided by the S.59 and CANT, the Paraguayan government decided to buy two Macchi M.18AR flying boats directly from the factory in Italy. These arrived during 1933 and were given s/n R-3 and R-5. They were both equipped with 7.65-mm Madsen Machine guns and bomb racks under the wings with a maximum capacity of 120 kg of bombs. The Macchis flew a great number of bombing, aerial photography, and transport missions during the remainder of the war. In May 1934, R-5, piloted by Lt. Ramon Martino, made a nocturnal bombing attack on the Bolivian fortress of Vitrones. This was the first instance of night bombing in South America. In 1935, R-3 was lost in an accident at Bahia Negra, but R-5 kept on flying until 1947.

The Postwar Period (1935-1947): After the Chaco War, the Aviacion Naval had only two aircraft in service: the S.59 R-1 and the Macchi M.18 R-5. The next additions to the inventory was in 1943 when two Naval Aircraft Factory N3N-3 were supplied as "Lend Lease" from the USA. These aircraft received s/n E.3 and E.5 (E for Escuela, School) and they carried the standard American Navy color scheme for trainers of that time: overall yellow. Paraguayan roundels were applied to both wings and the Paraguayan flag was painted on the rudder.

The Revolution of 1947: In March 1947, parts of the Army and Air Force and the entire Navy, revolted against the government of Gen. Morinigo. Both N3N-3 flew from Sajonia Naval Air Base to the revolutionary's base at Concepcion up river from Asuncion. Although the N3N could not carry any weapons, they were used for aerial observation and as liaison planes. The rebels lost the conflict and both N3N-3 escaped to Argentina.

General Morinigo requested that these aircraft be returned, but only one is known to have been returned to Paraguay. (The fate of the other is unknown.) The surviving N3N-3 was used intensively; it was given a new s/n, NAVAL 126, and nicknamed "Amarillito" (Little Yellow One). During the 1970s it was painted in a camouflage scheme of two shades of green. It was kept in flying condition until 1986, and it was sold to an American Museum in 1989.

Seabees and Gooses in the 1950s: In 1950, three Republic RC-3 Seabees were acquired in the USA for the Aviacion Naval. The s/n of the Seabees are not known. One of these Seabees was

lost in a fatal accident, but the other two served until 1960 when they were retired from service.

In 1958, three Grumman Goose were purchased in the USA. However, on the delivery flight, one was lost in the Bermuda Triangle. The remaining two were augmented in 1966 by the addition of a JRF-6B donated by the Argentine Navy. These three aircraft received s/n NAVAL 126 (JRF-5A, c/n B.53 ex-US Navy BuA 37800), NAVAL 127 (JRF-5A, c/n B.29 ex-US Navy BuA 37776), and NAVAL 128 (JRF-6B, c/n 1163, ex-RAF Goose IA BW-797, ex-Argentine Naval Aviation 0186/3-P-51, ex MNA-12)).

In 1968,, Goose 126 and 127 were sold back to the USA in exchange for two Cessna U206C. Goose 126 became N3284 and Goose 127 became N3283.

Valiants, Cessnas, and a Piper for the 1960s: On 12 April 1960, the Argentine Navy Aviation (ANA) donated three Vultee BT-13A Valiants to the Aviacion Naval which were given s/n NAVAL 110 (ex-ANA 0152/I-E-110), NAVAL 125 (ex-ANA 0167/1-E-125), and NAVAL 129 (ex-ANA 0168/1-E-129). NAVAL 125 was lost in 1965 in an accident on the Paraguay River, and the other two were in service only until 1968.

In 1966, a Piper PA-12 was bought locally. It received s/n NAVAL 125 (the s/n previously used by the lost BT-13A) and was used for primary training. For four years, it was the first step for future naval pilots.

Also in 1968, two Cessna U206A were bought in the USA. They were given s/n NAVAL 130 (c/n 206-0648) and NAVAL 131 (c/n 206-0649). As mentioned above, two Cessna 206 were acquired in 1968 in exchange for the Gooses. These were Cessna U206C which received s/n NAVAL 132 (c/n 206-1159) and NAVAL 133 (c/n 206-1223).

T-6s, Bell H-13Hs, and more Cessnas for the 70's: In 1970, the ANA donated two texans to the its Paraguayan counterpart: An SNJ-3A s/n NAVAL 265 (ex-US Bua 01840/AT-6A-NT USAAF 41-16462, ex-Swedish AF SK-16 16244/F.21, ex-ANA 0400/5-A-1 and then 0400/1-E-223, and finally 0400/EAN 223) and a AT-6A-NA s/n NAVAL 266 (ex-USAAF 41-167, ex-Swedish AF SK-16 16226/F.8, ex-ANA 0446/EAN 238).

The US government under MAP (Military Aid Program) provided four Bell H-13H to the Aviacion Naval in 1973. These, the Aviacion Naval's first helicopters, received s/n H-51, H-52, H-53, and H-54. They could be fitted with either skis or rubber pontoons.

In 1974, a Cessna 210M was acquired locally to join the 206 fleet; it received s/n NAVAL 136.

In 1977, two Cessna 150M were bought directly from the factory for use as primary trainers. They received s/n NAVAL 122 (c/n 150-77842) and NAVAL 124 (c/n 150-77860).

Paraguayan Naval Aviation in the 1980s: In 1980, the Argentine Navy donated a Douglas C-47A-25-DK which received s/n T-26 (c/n 132468, ex-USAAF 42-93587, ex ANA 0278/5-T-26). It was used mainly for transporting personnel between the Asuncion Base and the Naval bases along the Paraguay River.

In 1981, the Chilean Air Force donated two Hiller UH-12E which received s/n H-55 and H-56.

More Cessnas were acquired locally during the 1980s. In 1984, a Cessna 401 (ex ZP-PGF) was bought and given s/n NAVAL 401. Then, in 1988, a Cessna 310 (ex ZP-PJN) was acquired as s/n NAVAL 142. Another Cessna 310 was bought in 1989; it became NAVAL 144..

Back in 1985, two Helibras HB-350/UH-50 Esquilo (the Brazilian version of the Aerospatiale HB-350 Ecureuil) were bought directly from the factory in Brazil. They received s/n ARMADA H-501 (c/n HB1065) and ARMADA H-502 (c/n HB1006). The Esquilo can carry rocket launchers, gun pods, or a combination of both on two external points (one on each side of the fuselage). Nocturnal vision equipment was also bought to fit on the pilot's helmets.

The Navy participated in the coup d'etat that overthrew dictator Stroessner on the night of 2/3 February 1989. Both Esquilo flew that night with full armament loads, although no attacks were made because the dictator's bunker was in a residential area. In any case, the dictator was ousted after a few hours of land fighting.

Paraguayan Naval Aviation Today: The Aviacion Naval is presently divided into three groups: Training, Transport, and Attack. The Cessnas are used for transport and training and the Esquilo constitute the only combat equipment of the Navy. The present inventory of the Aviacion Naval is:

2 Helibras HB-350B/UH-50 Esquilo (ARMADA H-501/H-502): 1 Cessna U206C (NAVAL 132); 2 Cessna 150M (NAVAL 122/124); 2 Cessna 310 (NAVAL 142/144); 1 Bell H-13H H-54); 1 Hiller UH-12E (H-56)

All helicopters are based at the Sajonia Naval Aviation Base and the Cessnas are housed in a hanger at the Asuncion International Airport, "Silvio Pettirossi".

Although no official plans exist for the acquisition of new planes or helicopters, most of the Cessnas have seen intensive usage and will have to be replaced in the near future. The need for new trainers and helicopters is a must if the Aviacion naval is to remain a functioning force.

The author would like to acknowledge Mr. Jorge Felix Nunez Padin for the information related to the Argentine aircraft donated to the PNA. The article would have been the poorer without his help.

Antonio Luis Sapienza (SAFCH #1160), Casilla de Correo N# 2721, Asuncion, Paraguay. Copyright 1991

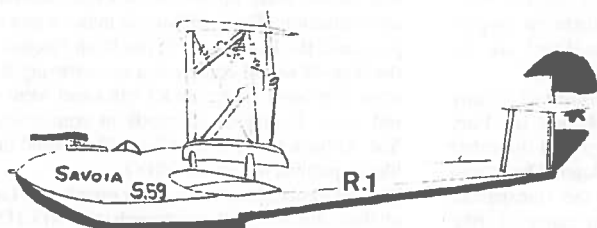
FIGURE CAPTIONS

- a. Savoia Marchetti S.59bis, R-1 (1929-1940). Silver-grey overall with black lettering.
- b. Naval Aircraft Factory N3N-3, E.3/NAVAL 126 (1943-1986). Yellow overall, grey floats with black bottoms. Black s/n.
- c. Douglas C-47A-25-DK, T-26 (1980-1981). White over natural metal with red cheat line and black lettering.
- d. Cessna 210M, NAVAL 136 (1974-1984). Natural metal with red trim and white lettering (shown incorrectly as black in the drawing).
- e. Piper PA-12, NAVAL (1964-1968). Red and white with black lettering.
- f. Current Aviacion Naval Paraguay Emblems
 - (a) Emblem (black anchor) used on the undersides of the wings.
 - (b) Flag emblem used on the vertical stabilizer. Black anchor, red-white-blue (from top) flag, and yellow star.
 - (c) Emblem used on the Esquilo helicopters. Black anchor, blue-white-red (from inside) roundel.

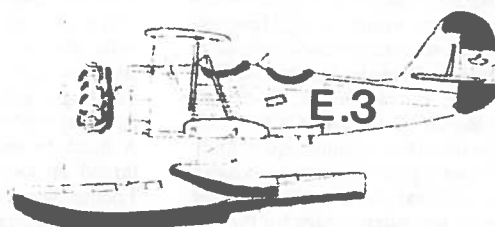
ARMADA NACIONAL



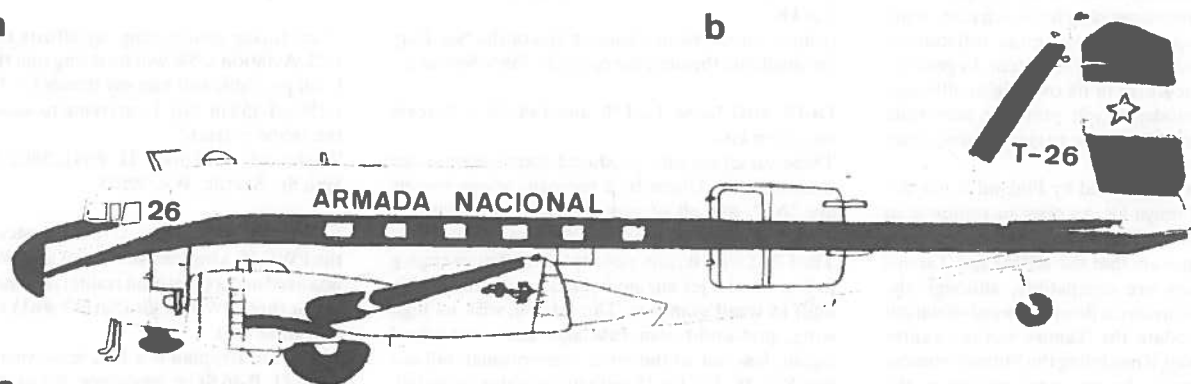
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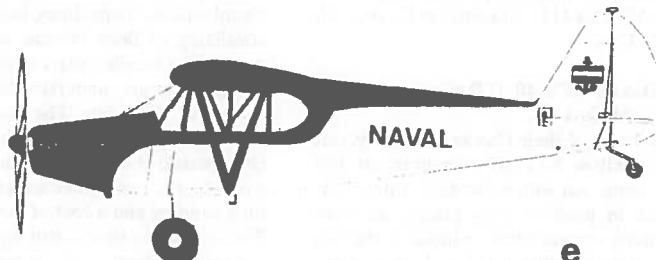
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FRENCH EXPORT SKYRAIDERS

Hubert Cance

CAMBODIA In 1965, the President de Gaulle, presented ten AD-4 Skyraiders to the government of Cambodia. This transfer was made without American consent and is just another example of de Gaulle's "independent" nature. None of these aircraft seem to have survived at the time American help to Cambodia began to arrive in 1970.

Type	Bureau-Number	Sogerma-Number	Local-Serial-Number
AD-4N	125721	8	721
	125722	9	722
	125715	13	715
	124140	18	140
	125724	23	724
	125734	24	734
	126942	29	942
	126890	35	890
	125746	31	746
AD-4NA	125762	39	762

Figure (a): Cambodian AD-4NA Skyraider 125762.

The drawing was produced from a b&w photo (Ref. 2) so it is impossible to identify the color of the fuselage band and the other markings; they are probably blue or red.

The photo shows three aircraft which can be positively identified: 762, 734, and 942. The red of the national insignia seems to be faded on the wings of all aircraft, but only on 734 is the fuselage insignia also faded. The aircraft are very clean with only 762 showing exhaust stains. The others are so immaculate that they seem not to have been flown.

CHAD: In August of 1968, EAA (Escadron d'Appui Aerien) 1/21 sent four AD-4N from Djibouti (on the Red Sea) to Fort-Lamy in Chad (which was BA 172 at that time). These aircraft served with the ELAA (Escadrille Legere d'Appui Aerien) which became 1/22 Ain (code 22-D) on 1 March 1969. From Fort-Lamy they attacked Chad rebels until October 1975 when they were sent back to France.

After a short time without an air force, Chad received six Skyraiders (AD-4n and AD-4NA) in April 1976. These formed the ENT (Escadrille Nationale Tchadienne) and were flown by French mercenaries against the rebel forces of Hissene Habre and Goukouni Ouedeye. The Skyraiders continued to operate under the successive governments of Habre and Ouedeye until they retired in 1982. At that time only four were in flying condition. They were all parked in N'Djamena until some were purchased by French collectors.

Type	Bureau-Number	Sogerma-Number	Local-Serial-Number
AD-4N	126935	56	126935
AD-4NA	126880	34	126880
	126998	37	126998
	126959	50	126959
	126965	54	126965
	126949	64	126949

Belgian source gives different serials:
On 7 April 1976

AD-4NA	126959	50
	126960	52

	126965	54
	126949	64
On 15 February 1977		
AD-4N	125716	11
AD-4NA	126880	34
	126998	37

The Skyraiders returned to France were
In 1986

	126935	56	F-AZFO
	125716	11	F-AZFN
	126959	50	F-AZFP
In 1979			
	126965	54	F-ZVMM

Aircraft 126965 became Belgian OO-FOR on 26 June 1985. This aircraft was ex US Navy; then 2/20 code 20-QB, 2/21 code 21-ZA, and 1/21 code 21-LL.

Aircraft 126935 is now back in the USA (from 1989) as N2088G.

Figure (b): Chad AD-4NA Skyraider 126959.

This drawing is based on a color photo in Ref. (2) which shows the aircraft at N'Djamena. Photos in Ref. (4) shows the same unit insignia being carried on 126935. This insignia seems to have been painted only on the left side. At the end of their service in Chad, these aircraft were very badly weathered; the markings have nearly disappeared.

GABON: The Gabonese Skyraiders present some troubles. All sources agree that only 4 were delivered to Gabon. But, Ref. (2) lists five aircraft. Which aircraft is the incorrect one? I am sure of 124143 (TR-KFP) and 126956 (TR-KMP) since I have many color photos of both these aircraft.

The four Gabonese Skyraiders did not serve with the Gabonese Air Force, but with the Presidential Guard of President Omar Bongo. They were delivered from France at the beginning of February 1976. (Other sources give the first aircraft being delivered in 1975 with a second batch of three aircraft delivered in 1978.) and they were retired in 1982 (Some sources say 1983.).

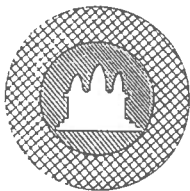
Each aircraft carried a different color scheme: "Red Dog" 126956; "Green Dog" 124143; "Blue Dog" ?; and "Yellow Dog" ?.

Type	Bureau-Number	Sogerma-Number	Local-Serial-Number
AD-4NA	126924	19	TR-
	126912	41	TR-
	126922	42	TR-
	126562	45	TR-KMP
AD-4N	124143	14	TR-KFP

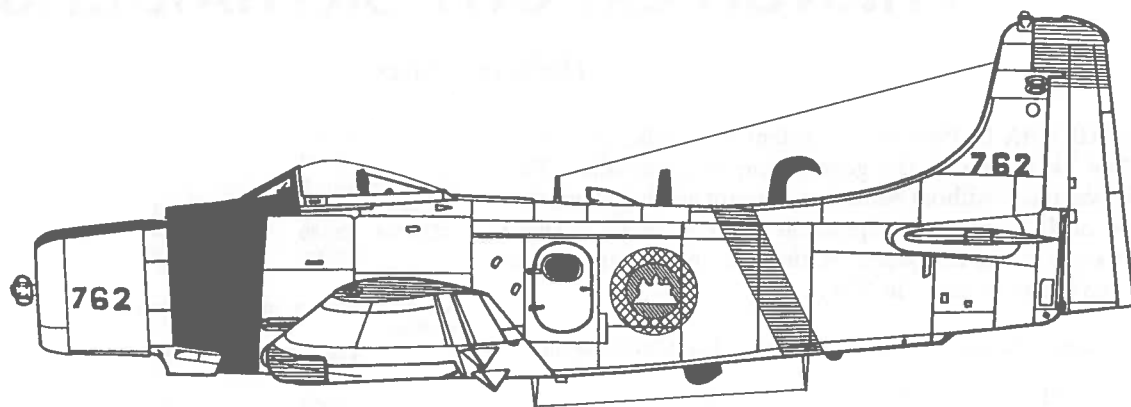
Note: A sources agree that only 4 aircraft were delivered to Gabon. The first three in the above list have not been verified in photographs.

The only ones I have been able to identify are those purchased by French collectors in 1984. These two aircraft can be seen today at the Jean Salis Collection at Ferte-Allais ("Green Dog") and at Aero Retro at Saint-Rambert ("Red Dog"). The history of these two aircraft are:

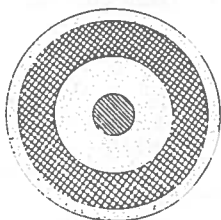
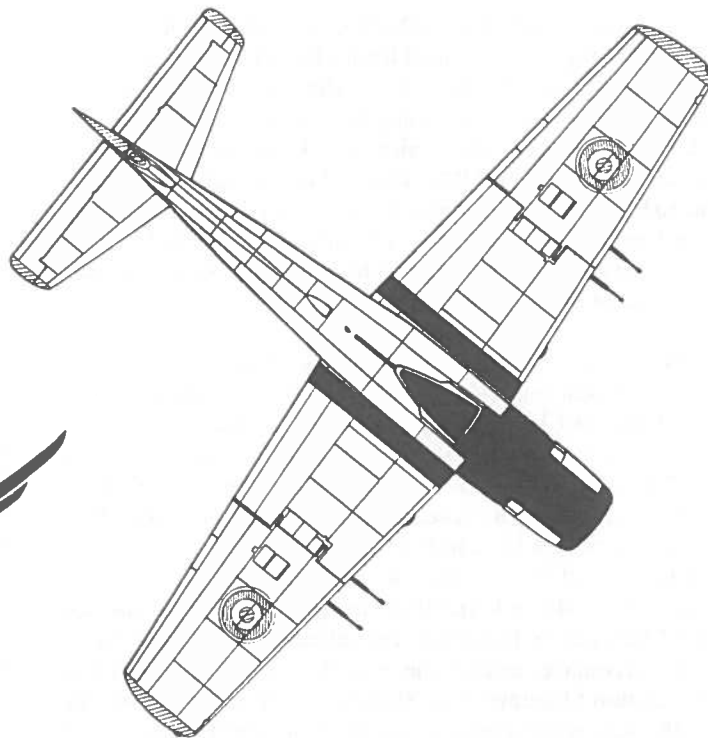
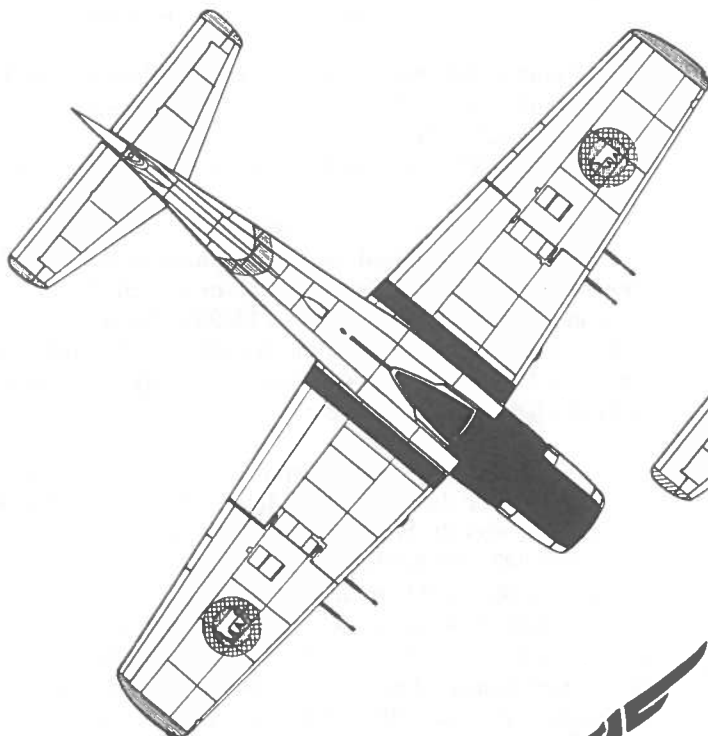
124143: Armee de l'Air 10 June 1960; 2/20 code 20/QM (F-TFQM), 2/20 code 20-QQ (F-TEQQ) until 1963, 3/20 code 20-FP from December 1963 to 3 April 1972; EAA 601 until 25



a

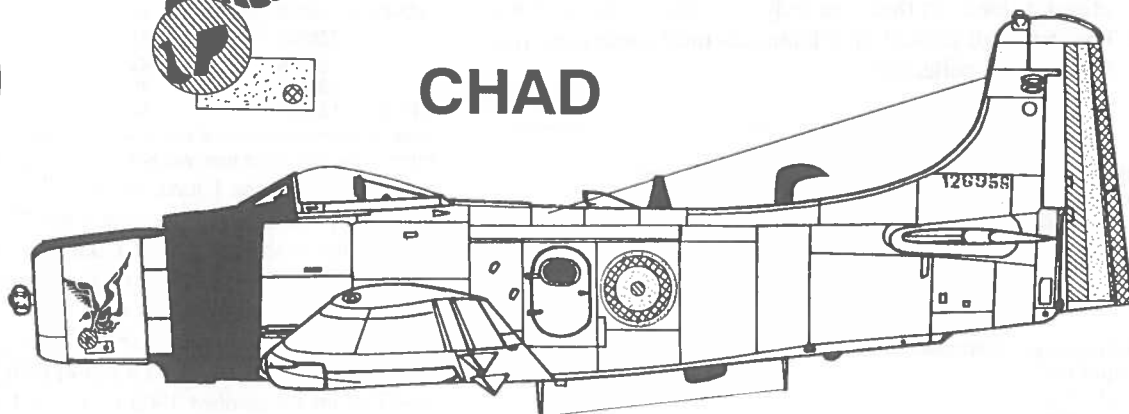


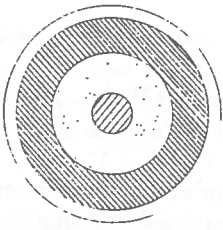
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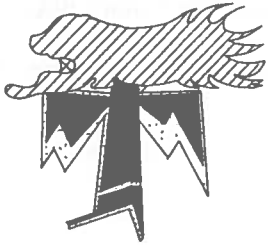
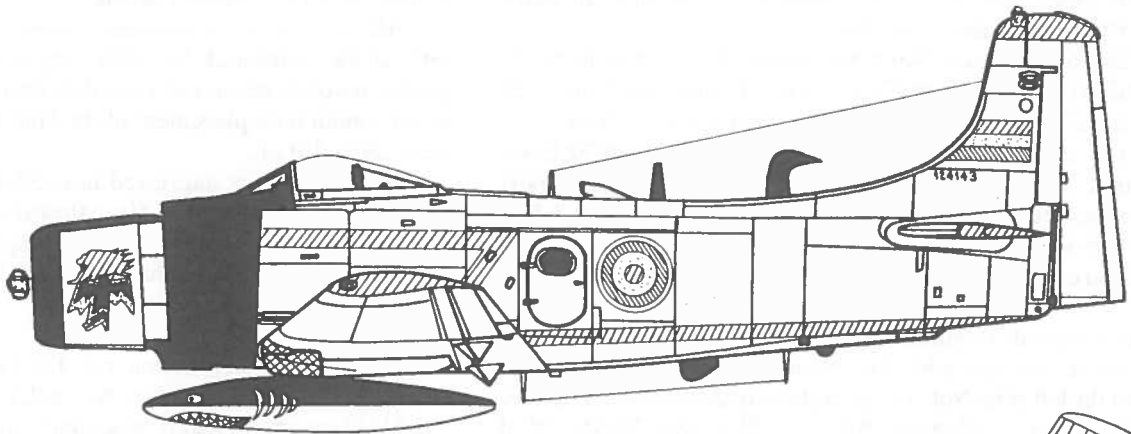
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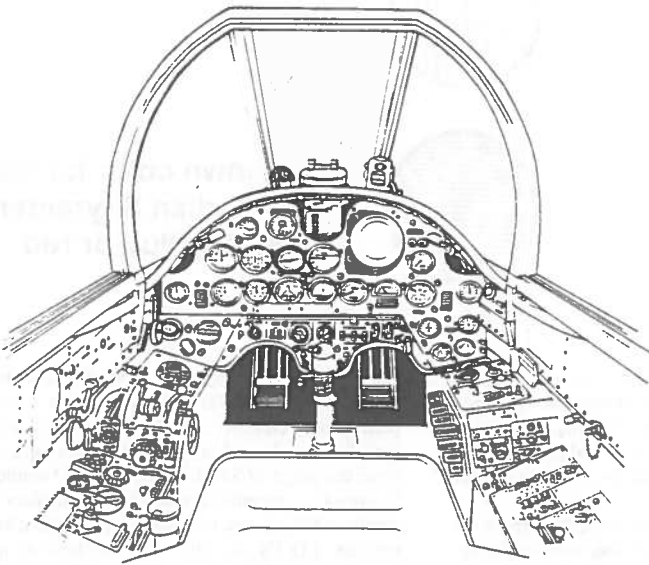
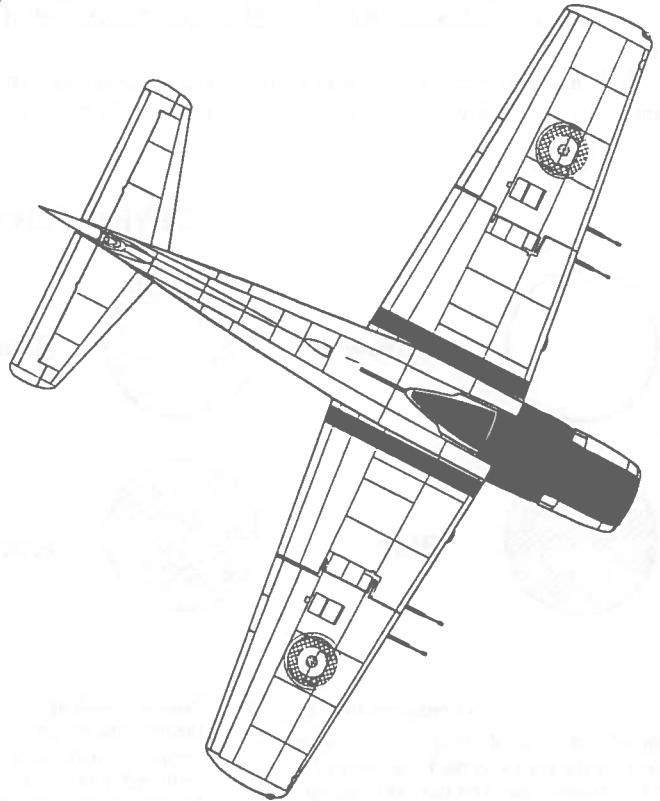




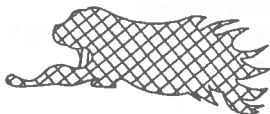
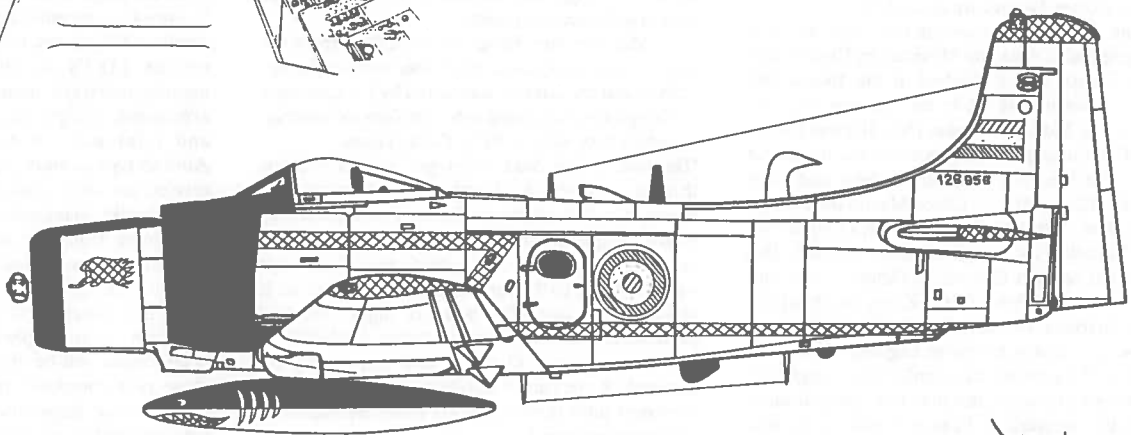
c



GABON



d



July 1966; 1/21 code 21-LL (F-TFLL) until 19 February 1972; EAA 601 until 19 February 1973; Gabonese Presidential Guard 1976-1982; Jean Salis 2 July 1984.

126956: Armee de l'Air 4 November 1960; 3/20 code 20/FD (F-TGFD), 3/20 code 20-FY (F-TGFY) until June 1963; 1/21 code 21-LB (F-TFLB) from 25 November 1963 to 3 May 1967; EAA 601 until November 1967; 2/21 until 7 October 1970; EAA 601 until 12 May 1971; 2/12 until 19 June 1973; EAA 601; Gabonese Presidential Guard (1976-1982); Jean Salis 2 July 1984; Aero-Retro.

Figure (c): Gabonese AD-4N Skyraider 124143 "Green Dog".

This aircraft retained the insignia of the French squadron 1/22 (on the left side only). The green dog markings was carried only on the left side. Note the unexplained red front wheel doors.

Figure (d): Gabonese AD-4NA Skyraider 126956 "Red Dog".

Red dog marking on left side only. On its arrival back in France, this aircraft was warring on the tail (at the place of the

national flag) a white and red round badge which does not seem to have been of Gabonese origin.

All four Gabonese Skyraiders seem to have been equipped with "shark" tanks and they were very weathered. Since all the photos are of these aircraft after they returned to France, I have no information on placement of the Gabonese registration, if it were carried at all.

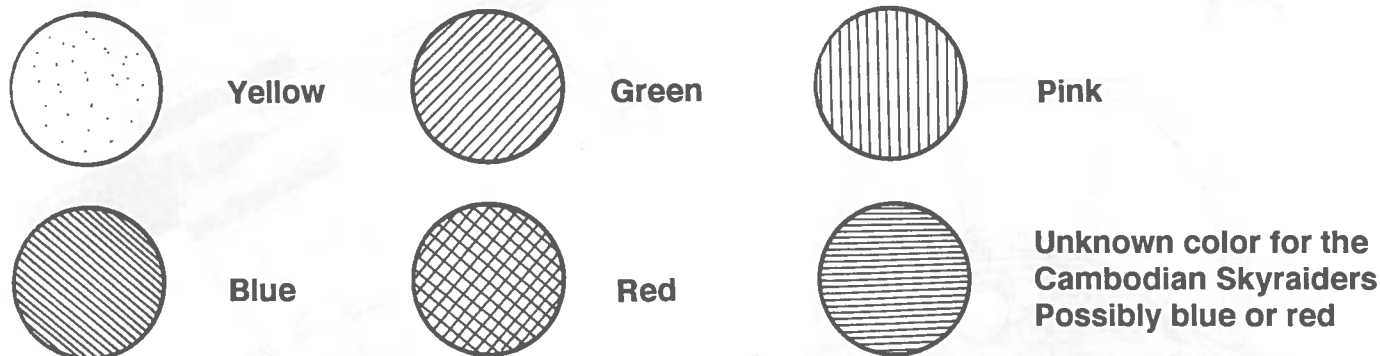
I would be very interested in receiving more information about the other two aircraft. Since they are such colorful aircraft. They would make a very interesting subject for a diorama with all four "dogs" with their "shark" tanks at Libreville.

References

- (1) Le Fana de l'Aviation, No. 179, October 1984.
- (2) Le Fana de l'Aviation, No. 267, Fevrier 1992.
- (3) Planeurs et Avions Magazine, No. 11, Octobre 1984.
- (4) Histoires Vraies de l'Aviation, No. 7, Avril 1990.

Hubert Cance (SAFCH #809), 56 Bd. E. Lintilhac, 15000 Aurillac, France.

SKYRAIDER COLOR CHART



(Continued from page 40)

Flight of 1929, I would first like to correct the caption for the photo on the back cover of SAFO #57: Col. Pablo Sidar is on the right and Sgt. Mec. Arnulfo Cortez Benavente is on the left.

"New information was found in the book, '40 Anos y Siempre con la Aviacion Mexicana, by Eliseo Martin del Campo and published in the 1960's. Del Campo reports that while on the way back to Mexico, Col. Sidar's Douglas (No. 18) was forced to land at Guayaguil, Ecuador, with a burnt-out engine. The Mexican Secretary of War and Navy instructed Capt. 1/0 P.A. Eliseo Martin del Campo and Sgt. Mec. 'Chueco' Ebriquez to fly Douglas No. 19 to Ecuador as a replacement aircraft. Del Campo left Mexico City on 10 October 1929 and arrived at France Filed, Canal Zone, on about the 13th of October. At first, the plan for del Campo to fly on to Ecuador, exchange engines with Sidar's aircraft, and then wait for a replacement engine to arrive by sea. However, this plan was changed when Col. Sidar arrived at France Field. They dismounted the engine from No. 19 and sent it to Ecuador where it was put on No. 18 and No. 18 was flown to the Canal Zone.

"At this time, Col. Sidar exchanged mechanics with del Campo; he left Sgt. Cortez in the Canal

Zone and took Sgt. Enriquez with him to complete the trip. The reason for this was that Col. Sidar had found Sgt. Cortez diary of the trip which contained disparaging remarks about Col. Sidar. Col. Sidar became so angry that he sent the diary to Mexico City in a diplomatic pouch.

"The Mexican ship 'Progreso' brought a spare engine to the Canal Zone, which was installed by Sgt. Cortez and the aircraft was tested by Lt. Lawrence C. Craig who happened to be del Campos' instructor when they were at Kelly Field, Texas.

"Because of Col. Sidar's charges, Sgt. Cortez was thrown out of the Air Force, only to be reinstated later by Col. P.A. Roberto Fierro. The Mexican Air Force magazine, Anahuac, for Sept/Oct 1942 reports that Sgt. Mec. Arnulfo Cortez Benavente was promoted to the rank of 2Lt. Pilot Aviation. It was stated he had 1,000 hours of flight time, had participated in the campaigns during 1924-1929 as an Observer and Gunner, had personally instructed 18 mechanics as pilots, and holds civilian transport pilot license No. 111 from the Secretary of Transportation."

Santiago A. Flores (SAFCH #588), PO Box 430910, San Ysidro, CA 92143-0910.

"I hesitate to 'go public' as my projects have a very long gestation period, but I'm trying to compile an

'Encyclopedic Catalogue' of all aircraft used by the belligerents on WWII. This started as a power-plant cross reference, but I realized there was no such list out there. Many of my entries have come from the pages of SAFO, of course, so I would like to appeal to members to send me their lists form smaller belligerents. I would like to publish; lists to include: (1) By aircraft: Aircraft type & mark, manufacturer(s) & number produced, powerplant, armament, equipment, crew, countries utilizing, and references to drawings. (2) By country: Aircraft type & mark, dates of service, numbers in service, and units operating.

"I would like to include all aircraft, combat as well as training, transport, etc., except prototypes, impressments (except captured/interned a/c), and non-service (ground-school, hacks, evaluation). But, only those in service during dates of belligerence - I can supply list of dates.

"Publication will be via loose-leaf, to follow purchase of a computer and transfer of all my 3X5 cards, before September 1995 - I hope! All participants will receive a copy and Updates will be forthcoming as required."

Wesley Moore (SAFCH #84), 5802 North East 59th St., Seattle, WA 98105.

EAST/WEST GERMAN MiG-29 AND Mi-8

Tom Young

[Editor's note: The following notes and drawings are an expansion of the instruction sheet for the latest MAI decal sheet. These decals, reviewed elsewhere in this issue, are obtainable from either MAI or the SAFCH Sales Service.]

(a) **EAST GERMAN MiG-29 '668'**. This aircraft is one of 24 belonging to JFG 3 based at Holzdorf prior to inclusion into the unified German Luftwaffe. Other aircraft in this color scheme include 604, 661, 668, 669, 745 and 785. The camouflage scheme varies from plane to plane, but all consist of an upper camouflage of dark green, olive green, dark brown, and tan with light grey undersides. The nose radome, avionics panels on the fuselage spine, both sides of the fuselage strake below the cockpit, and the tips of both tails are flat grey. Gun breach and barrel access panels on the port side below the cockpit are unpainted. National markings appear on the outboard sides of the tails and in four wing positions. Aircraft numbers appear in red on the intakes and are repeated in small white numerals on the outboard side of the top of each tail. Ref. 1, 2, 4, 9, 10, 11, 13, 14, 16, 17, & 18.

(b) **EAST GERMAN MiG-29 '604'**. This is the aircraft of the Commander of the 2nd Squadron, JFG 3, based at Holzdorf. These special markings celebrated the last day of operations prior to the reunification of Germany: August 17, 1990. Camouflage, national markings and individual numbers are as described for (A). Special markings include large flashes on the leading edges of the tails (outboard only), yellow forward, narrow red and thin black aft. This color motif is repeated as a wedge shape behind the cockpit on the dorsal spine, yellow center, red trim, and black at the lowest point. The black anti-glare panel extends back along the lower edge on the cockpit canopy, with red, then yellow trim up to the middle of the windscreen. A yellow stripe surrounds the nose at the aft end of the radome. The large yellow flash below the cockpit appears only on the port side and has the date of the last flight, 27.09.90, presented in black. The nose probe is striped black, red, and yellow (black at front) with the forward third in polished metal. The squadron crest is on the outboard sides of the vertical tails. Ref: 2, 3, 4, 6, 8, 11, 15, 17, 18, & 20.

(b1) The same aircraft during the transition period without any national markings or the individual numbers on the intake or tail. Ref: 11.

(c) **WEST GERMAN MiG-29, '29 + 16'**. Twenty MiG-29s from JFG 3 have been retained by the German Luftwaffe, receiving the type designator number '29' and individual aircraft numbers '01' through '20'. All aircraft are based at Muchen. Color schemes seem to be unchanged, with the exception of the use of more tan on the upper surface. National markings appear on the top left and bottom right of the wings as USAF practice. Fin flash is on the out board sides of the tail fins, black top-most. Ref: 3, 7, 8, 11, & 12.

Bottom View: This split view shows the proper location of the national markings on the wing panels. Notice the West German insignia is square with the fuselage while the East German marking is angled slightly outward.

Modeling: Any of the 1/72-scale single-seat MiG-29 kits may be used. However, the decals for '604' were made to fit the Revell

kit. Considerable trimming and painting may be required to make these complex shapes fit other kits. Refer to the reference photos and kit instructions for the location of the small stenciled markings such as ejection and radiation warnings.

(d) **EAST GERMAN MiL Mi-8TB, '931'**. This is a Search and Rescue helicopter of THB 34 based at Brandenburg prior to the reunification. The SAR pack on the bottom of the tail boom is usually seen on the Mi-17 variant. The camouflage scheme consists of dark olive drab and tan with light blue underside. National markings appear on both side of the fuselage just aft of the rear window, with the black section positioned to the left. A third national marking appears on the belly of the aircraft, but no photo found to date show its exact position. Main and tail rotor blades are natural metal with red tips. The tail rotor warning arrow is on both sides. SAR markings consist of an orange band around the boom, orange panel on both sides of the fuselage with blue 'SAR'. Ref: 5, 10, 14, & 16.

(e) **WEST GERMAN MiL Mi-8TB, '93 + 63'**. This is one of eight aircraft transferred to the German Bundesweere for SAR duties after reunification. The color scheme appears to be unchanged although the olive drab may be slightly darker. National markings appear on both sides of the tail boom with the national colors on the tail pylon. The type designator '93' appears to the left of the cross and the individual aircraft number '63' to the right. Use the '6' from the MiG-29 decals to create this marking. Ref: 12.

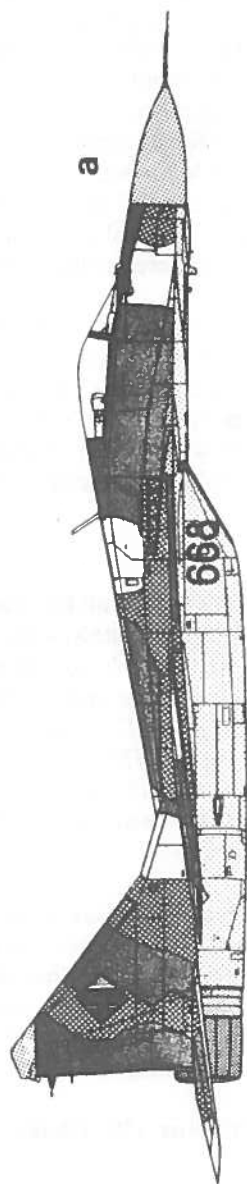
(f) **WEST GERMAN MiL Mi-8S, '93 + 53'**. This former East German VIP aircraft belonged to TG 44 'Artur Pieck'. Rectangular windows, the most prominent feature of this variant, are easily converted from the kit's porthole windows. The camouflage scheme consists of dark brown and ochre with light grey undersides. This aircraft was probably East German '735'. Ref: 12, 17, 18, & 20.

REFERENCE

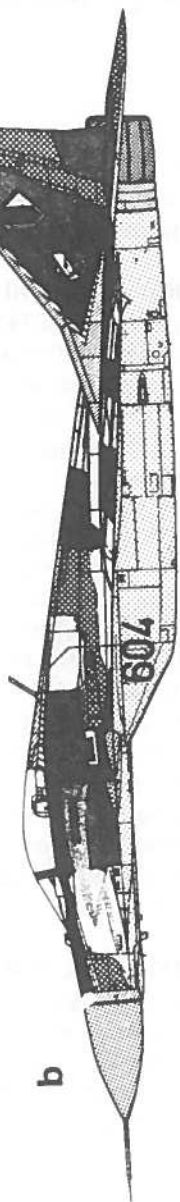
(1) Air Action #18; (2) Air Action #22; (3) Aircraft Illustrated, Feb 91; (4) Air Fan, Nov 90; (5) Air Forces Monthly, #28, July 90; (6) Air Forces Monthly, #33, Dec 90; (7) Air Forces Monthly, #34, Jan 91; (8) Flug Revue, Dec 90; (9) Flugzeug, Apr/May 90; (10) Flugzeug, Aug/Sept 90; (11) Flugzeug, Dec/Jan 91; (12) Flugzeug, Feb/Mar 91; (13) JP4, July 90; (14) JP4, Nov 90; (15) JP4, Dec 90; (16) Koku Fan, Oct 90; (17) Koku Fan, Jan 91; (18) Koku Fan, Feb 91; (19) Militartechnische Hefte, Kampfhubschrauber; (20) Modell Fan, Jan 91.

GENERAL NOTES: Because these decals are to be applied to camouflage surfaces, a separate set of white backing decals are provided for the lighter color decals. Apply these first, allow to dry, then apply the next layer. This decals was manufactured in Belgium by our friends at MAT LAN. Also available from MAI (and SAFO) is sheet number 001 for MiG-21s.

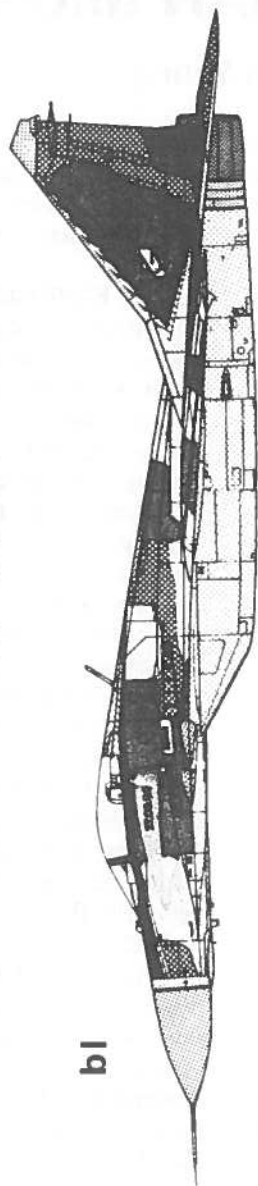
Tom Young (SAFCH #56), PO Box 159, Olema, CA 949450.



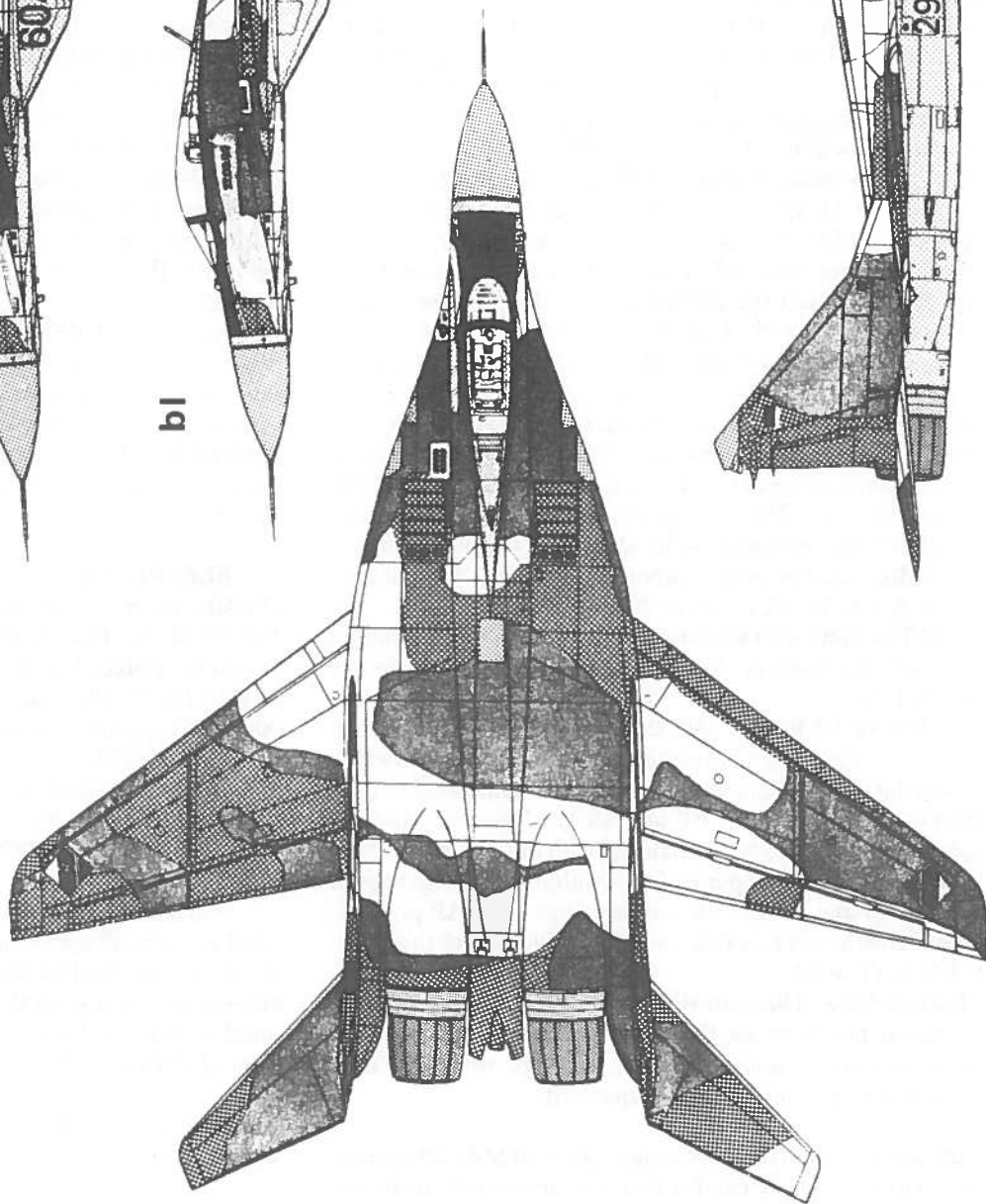
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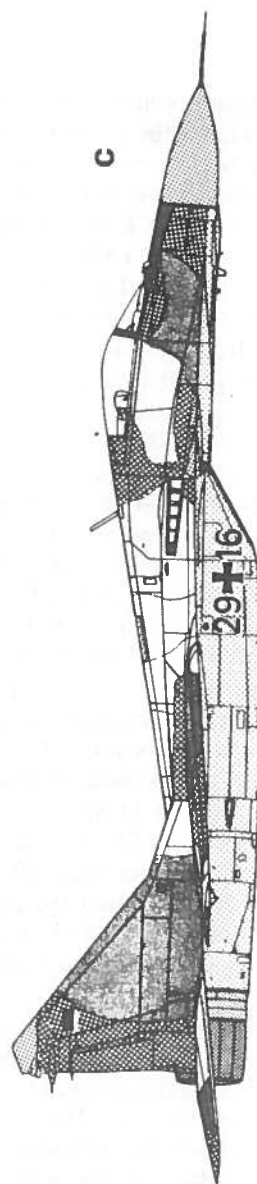
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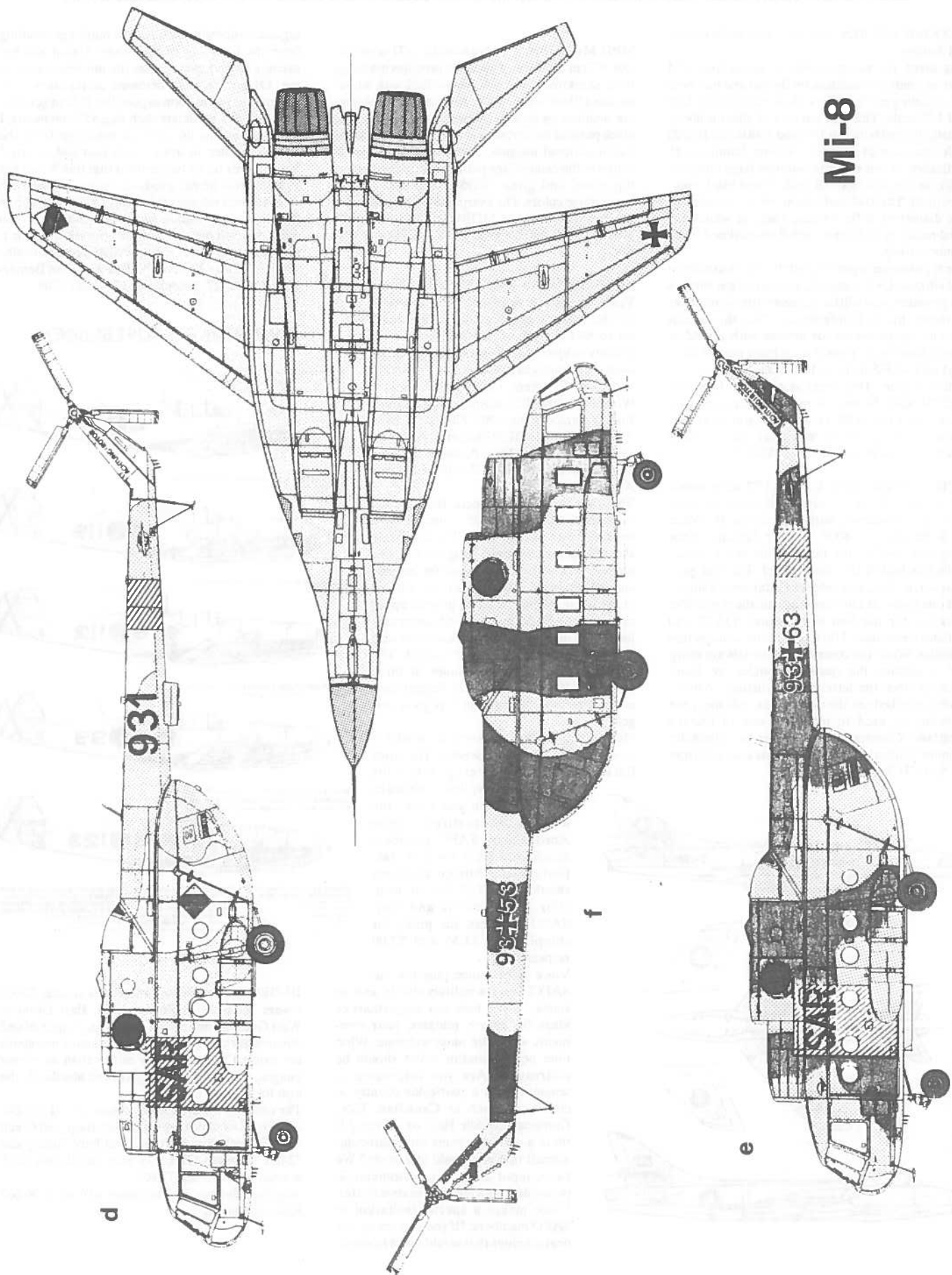


MiG-29



c

Mi-8

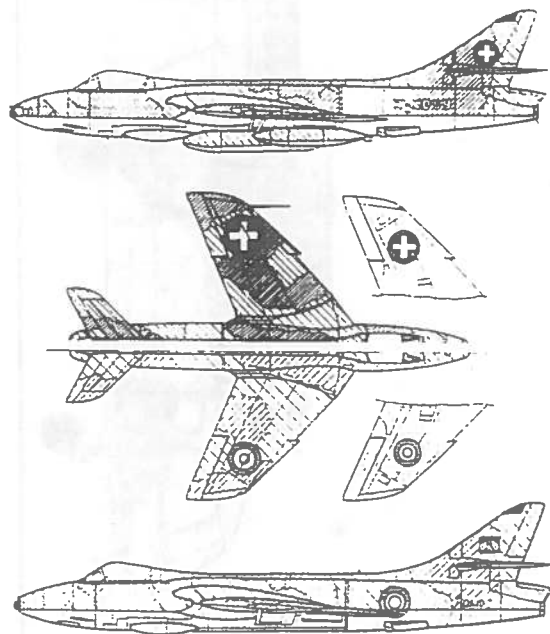


TURKISH DECALS, 1/72 and 1/48 scale decals. PM Turkey.

This sheet, the second sheet of decals from PM Turkey, contains roundels, fin flashes and numbers for modeling modern Turkish aircraft in both 1/72 and 1/48 scale. This 12.5 cm by 17.5 sheet is about equally divided between 1/72 and 1/48 items. In 1/72 scale, there are 24 roundels (4.5 mm diameter), 15 fin flashes, 14 sets of white-outlined large numbers (0-9), and 16 sets of small un-outlined black numbers (0-9). The 1/48 scale items are 15 roundels (7 mm diameter), 8 fin flashes, 7 sets of white-outlined numbers (0-9), and 8 small un-outlined black numbers (0-9).

The registration is perfect and the colors are dense and vibrant. Unfortunately, an instruction sheet is not provided, so it will be necessary for the modeler to locate his own references. This should not present any problems for anyone with a modest library since many photos have been published of Turkish F-4, F-5, F-15, F-104, T-33, T-34, etc. [Editor's note: This sheet is available from the SAFCH Sales Service. It may be purchased as a whole sheet for \$5.00. However, if you want only one scale, the 1/72-scale half sheet sells for \$3.00 and the 1/48-scale half sheet for \$3.00.]

MPD HUNTER: Qatar & Swiss. 1/72-scale decals; 5.3 cm by 7.5 cm. A couple of small-air-force Hunters is a welcome surprise from MDP. While the Swiss subject 'J-4009' is a near duplicate of the Frog kit's 'J-4078', the rarity of the latter kit will make this half of the sheet useful. The real gem, however, is the Qatar subject. Qatar used 3 single- and one two-seat Hunters, and this sheet provides markings for the first single-seater 'QA10' and includes 6 roundels, 2 fin flags, serials, and ejection triangles. While the roundels and serials are sharp and in register, the ejection triangles are disappointing since the lettering is indistinct. While I haven't checked out the dimensions, this sheet can probably be used to model one of Qatar's Westland Commando helicopter or Alpha-Jet trainers. [Editor's note: This sheet is available from the SAFCH Sales Service.]



MPD MiG-23BN: Czechoslovakia. 1/72-scale decals; 4.7 cm by 7.2 cm. This sheet provides markings for a shark-mouth Czech MiG-23BN with white-outlined black serial '9862'. Registration problems are avoided by separately printing the white and black parts of the serials and the three colors of the Czech national insignia. The instruction sheet illustrates the camouflage pattern for both sides and top views, and gives FS595 equivalents for the camouflage colors. The sharpness of the printing is the best yet seen on an MDP sheet. [Editor's note: This sheet is available from the SAFCH Sales Service.]

AEROCOLOURS DECALS: SAFCH member Vince Klimas has released 5 new sheets of decals for air liners and, of more direct interest to SAFO readers, his first decals on a military subject. All these decals are of the same high quality as those reviewed in SAFO #61. The air liners are: In 1/144 scale, a Western Airlines DC-10 Spaceship, Western Boeing Narrowbodies (707, 720, 727, or 737), Airborne Express DC-9 Freighter, Airborne Express DC-8 Freighter, Airborne Express Sud Caravelle; and, in 1/72 scale, a Hughes Airstream Fokker F27.

There are two military sheets. Both are for Spanish Nationalist Bf-10E - one on 1/72 scale and one in 1/48 scale. The 1/72-scale sheet includes national insignia for one aircraft with a choice of squadron insignia and individual aircraft codes for 5 aircraft, all in the color scheme of RLM grey 02 upper surfaces with RLM light blue 65 under surfaces. The instruction sheet is excellent with side-view drawings of all the aircraft. The 1/48-scale sheet offer the choice of three aircraft (6-104, 6-119, & 6-112). Registration is "bang on" and the printing is as good as it gets.

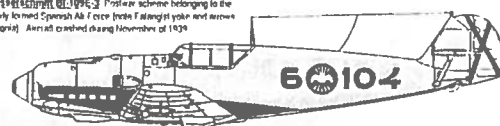
One each of the review sheets are available from the SAFCH Sales Service. The price listed is the price being asked by Aerocolours, but includes postage. When you order the military sheets directly from Aerocolours, SAFO members should add \$0.75 for first class postage and foreign members should add \$1.50 for air mail. (For airline sheets and non-SAFO members, the prices for shipping are \$1.50 and \$3.00 respectively.)

Vince gives a nice plug for the SAFCH on his military sheets, and he states, "If you have any suggestions or ideas for future releases, your comments would be most welcome. What time periods and/or scales should be addressed? Are you interested in schemes from a particular country or continent, such as Canadian, U.S., European, Middle East, or African? If there a certain scheme on a particular aircraft that you would like to see? We value input from our customers, so please drop us a line." In his cover letter, Vince makes a special invitation to SAFO members: "If you run across any neat schemes that would make interest-

ing decal subjects (such as new markings resulting from the break up of the Soviet Union and her satellite states), please pass the information on to me. Of course, all borrowed materials will be returned to you as soon as possible. If I can get good support from modelers such as SAFO members, I will continue to do off-beat markings from the world's smaller air arms - both past and present." You'll never find a better offer than this. Vince has a proven that he can produce excellent decals with frequent new releases at a competitive price. I hope that you will inundate him with schemes. If you don't, you will have no one but yourself to blame if the decals you want are not available commercially. Write to: Vince Klimas, PO Box 9518, San Bernardino, CA 92427. Telephone: (714) 887-9708.

SPANISH NATIONALIST Bf-109E's

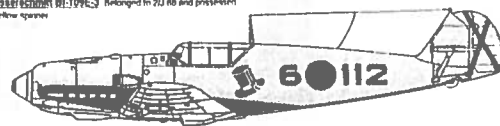
Me 109E-3 First scheme belonging to the newly formed Spanish Air Force (later 1st and 2nd groups merged). Aircraft crashed during November of 1939.



Me 109E-3 Belonged to 112 BG and was piloted by Staffkapitän Gerd von Radowitz.



Me 109E-3 Belonged to 112 BG and was piloted by a yellow spinner.



Me 109E-3 Belonged to 112 BG and featured the black and white lightning bolt marking.



Me 109E-3 Belonged to 112 BG and was piloted by Lieutenant Schneider. Featured the black and white lightning bolt marking (printed especially on the sheet).



Overlooked or corrected? Please let me know at the address below. Aerocolours is a member of the SAFCH Sales Service. P.O. Box 9518, San Bernardino, CA 92427, U.S.A. (714) 887-9708.

Our quality is our reputation. If you feel the need to contact us, we will gladly explain the problem and we will replace the product absolutely free. This applies to all products we sell and our members' products.

If you have an interest in the aviation industry, we will send you a free copy of our book, 'The Story of the Bf-109' by John Sanders. Small Air Force members: 2/1985 Periodic Delivery. Contact: CA 92427 U.S.A.

HI-DECAL has released three new sheets: 72-005 covers MiG-29s in Polish, Iraqi, East German, West German, and Soviet markings. In spite of one obvious mistake (the two 1st regiment's mermaids are printed the same way rather than as mirror images), the sheet is very good and absolutely the best for Polish Fulcrums.

The other new HI-DECAL sheets are: 71-002 Su-25K Frogfoot which covers Soviet, Iraqi, and Czech aircraft (including beautiful and bare Anca); and 72-001 Tornado GR1/IDS with Saudi, and RAF machines ("MIG EATER").

Wojciech Butrycz, ul. Pacimiech 12A m.25, 30 667 Krakow, Poland.

ML-KNIL COLORS AND MARKINGS

Jim Maas

In this, the fiftieth-anniversary year of the brief but valiant struggle of the ML-KNIL (Netherlands East Indies Army Air Corps), it is appropriate to clarify some issues regarding ML-KNIL color schemes, and perhaps offer some schemes new to the readership of SAFO.

Most English-language references cite the aircraft of the ML-KNIL as camouflaged in dark green and dark earth, over a light grey undersurface (and in the 1974 article I did for the IPMS-USA QUARTERLY, I did so too). Not so! We now know that the standard camouflage was two shades of green, over silver paint or natural metal. This has been verified through the work of Gerry Casius (SAFCH #649), both from eyewitness testimony and from a section of an ex-ML-KNIL Brewster 339-23 extant in Australia.

Every indication is that the other ML-KNIL fighters carried similar camouflage (except for the Hurricanes and P-40Es received in the last hectic days of the conflict). The Buffalo chips Gerry loaned me compare exactly to Medium Green 42 (the darker color) and Olive Drab 41 (the lighter color). For the Brewsters and the CW-21B Interceptors, this makes sense, since these two colors would have been generally available to the manufacturer at that time. Since the Hawk 75A-7's had been delivered to the Netherlands East Indies in a natural metal scheme, we can only assume some locally available paints were used, but certainly these were something close to the colors cited above.

National insignia for the ML-KNIL, during the immediate pre-war period and until late February 1942, consisted of orange triangles, with black outlines, on the fuselage sides and under both wings. The upper-wing insignia and orange rudder were deleted from combat aircraft earlier in 1940, and never appeared on Brewsters or CW-21B's. During February 1942, the orange triangles were replaced by red-white-blue flags (usually with a length/height ratio of 5 to 3) due to the visual similarity of the orange triangles to the Japanese red hinomaru. This often required overpainting of the area formerly covered by the triangles. [Note that the national insignia rules described here do not apply to the naval aircraft controlled by the Naval Air Service, the MLD.]

Serial numbers were usually in white, 8-inch, block-style characters (the Curtiss Hawk 75A-7's were an exception in using

black) on the fuselage, with the number (only) repeated in 4-inch characters on the leading edges of the wing at about half span. This serial was composed of a one- or two-letter code identifying the manufacturer (B for Brewster, C for Curtiss, CW for Curtiss-Wright, etc.) followed by a one-number function code (3 for fighters, 0 for basic trainers, 5 for bombers). This was then followed by a sequential serial for the individual aircraft within the function category. Thus, the last Curtiss Hawk 75A-7, C342, was followed by the first Curtiss-Wright CW-21B as CW343. The initial order for 72 Brewster 339C's and 339D's received fighter (3) serials in the block of 95 to 167. However, the ever-alert folks at Brewster didn't understand that the first number never changed, so they painted on serials of B-398, B-399, B-400, B-401, etc., instead of B-339, B-3100, B-3101, etc. The Dutch apparently caught this mixup at the factory around aircraft B-429, so all the aircraft between B-3101 and B-3119 have obviously been repainted around the area of the serial.

The only significant squadron insignia carried was that of 2-VLG- V, one of the three Brewster squadrons in Group V. This insignia consisted of the Java Rhinoceros shown in drawing (a). More common was the painting of the pilot's name (in about 1.5-inch white letters) beneath the cockpit.

Of course, a lot of mysteries remain: The later-style Martin bombers (with the continuous greenhouse) appear to have only one shade of camouflage on the uppersurfaces rather than two. I've yet to see either a CW-21B or Hawk 74A-7 with red-white-blue flags. And, the dozen or so Hawker Hurricanes ceded to the ML-KNIL were apparently never photographed (No, the retouched photo in that old Hooftman book doesn't count!). Any additional information would be most welcome.

Recommended References

1. Bore, DE LUCHTSTRIJD ROND BORNEO, van Holkema & Warendorf 1987.*
2. Bore, DE LUCHTSTRIJD OM INDIE, van Holkema & Warendorf 1990.*
3. Casius and Postma, 40 JAAR LUCHTVAART IN INDIE, De Alk 1986.*
4. Casius, "CW-21 - The St. Louis Lightweight", AIR ENTHUSIAST No. 16.
5. Casius, "Batavia's Big Sticks" (Martin 139's), AIR ENTHUSIAST No. 22.
6. Mass, "Aircraft Camouflage and Markings of the Netherlands East Indies", IPMS QUARTERLY, Vol. 10, No. 4.
7. Maas, F2A BUFFALO IN ACTION, Squadron/Signal 1987.

* For these Dutch-language works, I recommend CASSELL'S DUTCH DICTIONARY, Macmillan, 1981 - you'll need it!

Color Scheme Notes

a. Brewster 339C, ML-KNIL serial B3110: Circa January 1942 in Singapore, the aircraft of the commander of 2-VLG-V, Kapt. J.P. van Helsdingen [kia (killed in action) 7 March 1942]. The pilot's name ("van" and "de" were dropped from these inscriptions) is carried in white to the rear of the squadron Java Rhinoceros emblem, which is a brown head on a yellow disc with a black outline. Note the white fuselage band, to correspond with the Sky band on the RAF Buffaloes with which the ML-KNIL were cooperating. Propellers are black with 8-inch yellow tips and yellow stencilling at the root.

b. Brewster 339C, ML-KNIL serial B395: Captured by the Japanese after the Dutch capitulation on 9 March 1942, this is

presumably an ex 2-VLG-V aircraft (note the painted-out Rhinoceros and pilot's name) handed over to 1-VLG-V and flown by Sgt. J.P. Adam (in white letters), probably damaged in combat on 1 March 1942. The red-white-blue flag has replaced the orange triangle; the significance of the white "E" is unknown, although it may have been connected with earlier service in the Singapore area. The light forward portion of the spinner suggests replacement form RAF spares, and, therefore, would be RAF Sky and Dark Green.

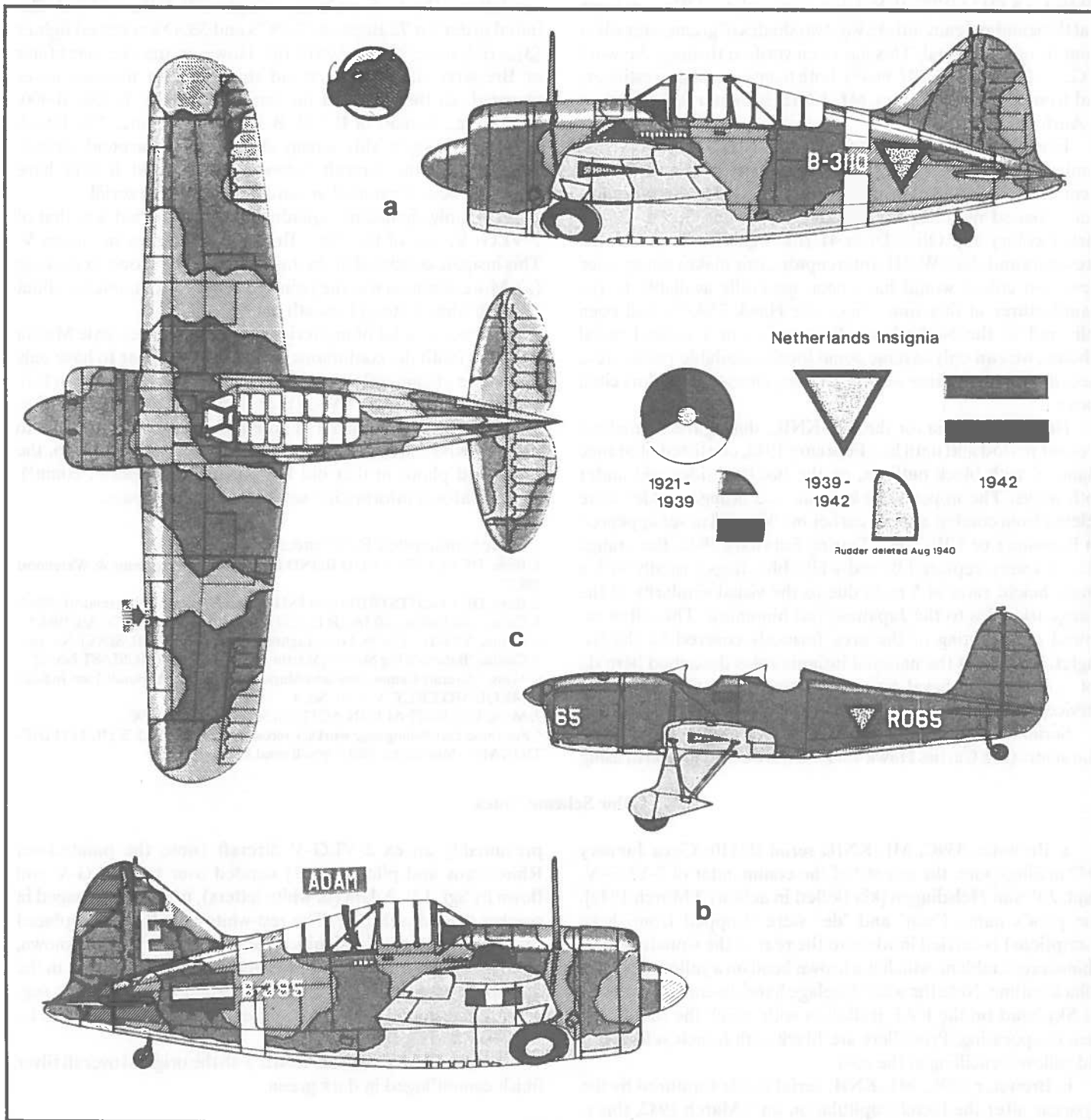
c. Ryan STM of the ML-KNIL with the original overall silver finish camouflaged in dark green.

d. Curtiss-Wright CW-21B, ML-KNIL serial CW-357: An aircraft of 2-VLG-IV, circa September 1941. The white band just before the tail assembly, and the white spinner, were sub-unit identification. The pilot's name is barely visible in the photo from LUCHTSTRIJD OM INDIE, but it seems to be "Hermans", who, however, is usually listed as a Hawk 75A-7 pilot with 1-VLG-IV.

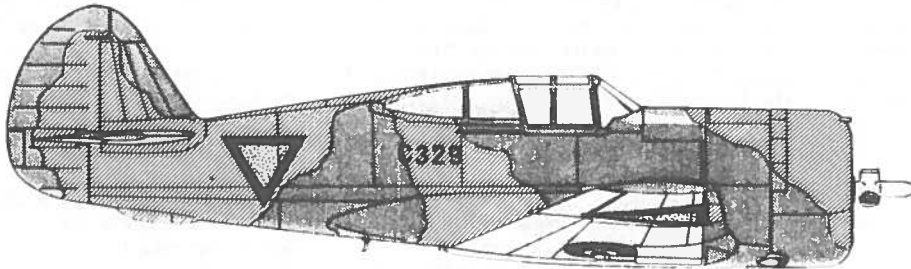
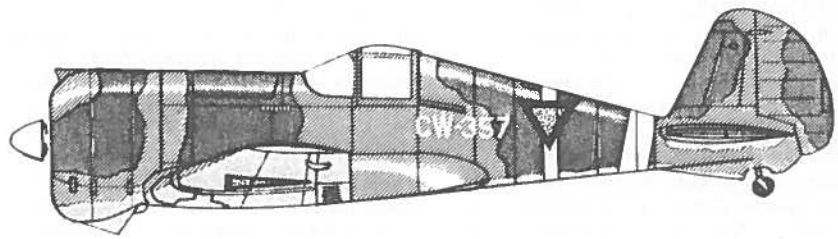
e. Two Curtiss Hawk 75A-7's of 1-VLG-IV: Both aircraft show the green/olive scheme applied in the NEI and the black serials on fuselage and leading edge. C3234 shows an unusual ring RDF loop aft of the cockpit, and the natural metal area left (from the delivery schemes) by masking the access door stenciling.

f. Curtiss P-40E of the ML-KNIL circa March 1942: Intended for 1-VLG-IV, some fifteen were in final stages of erection after off-loading from the SEAWITCH, but only a couple had been test-flown by 7 March. There is no record of any being flown operationally. The photo for this scheme comes from the Summer 1942 issue of KOKU ASAHI and shows the aircraft (after capture) with the engine removed. The original USAAF star insignia shows through the red portion of the ML-KNIL flag. No other markings are visible.

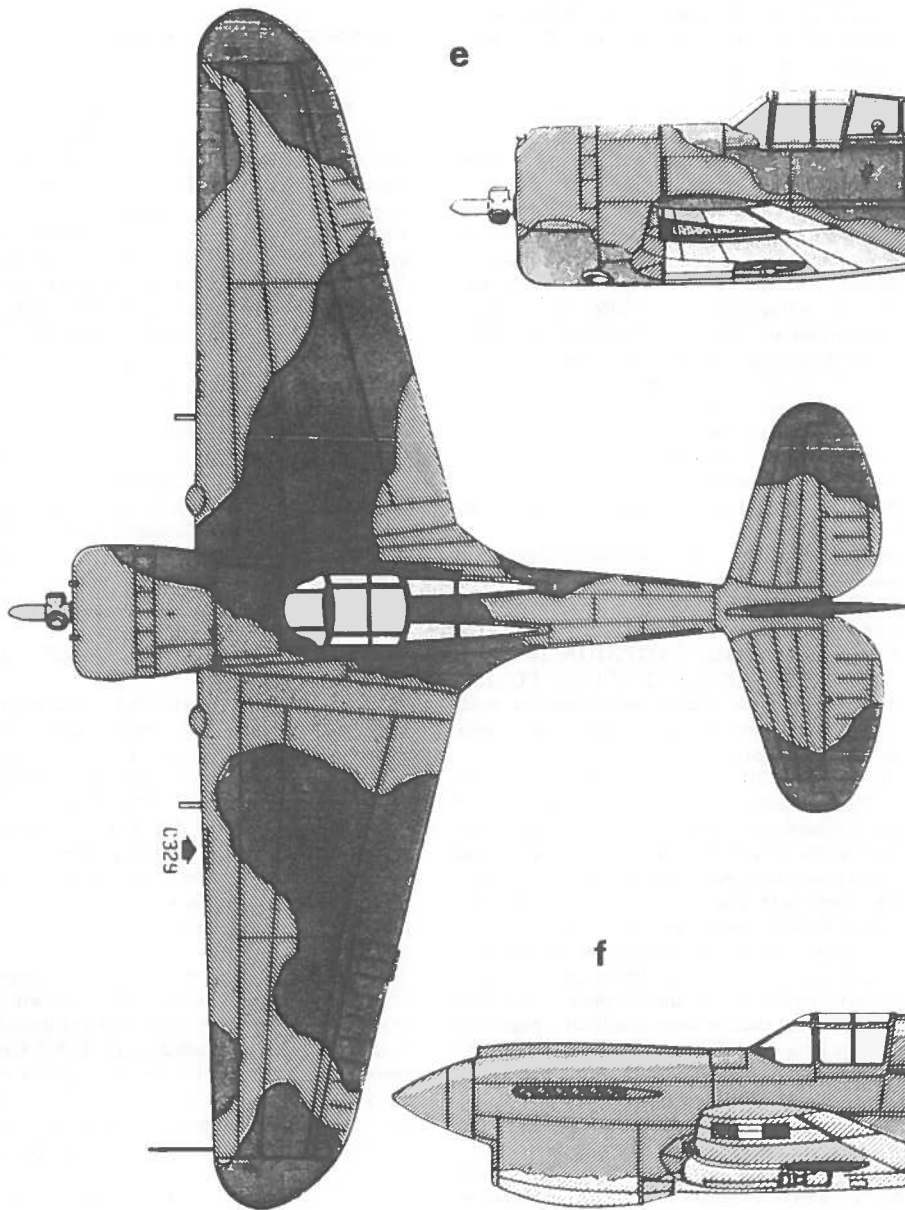
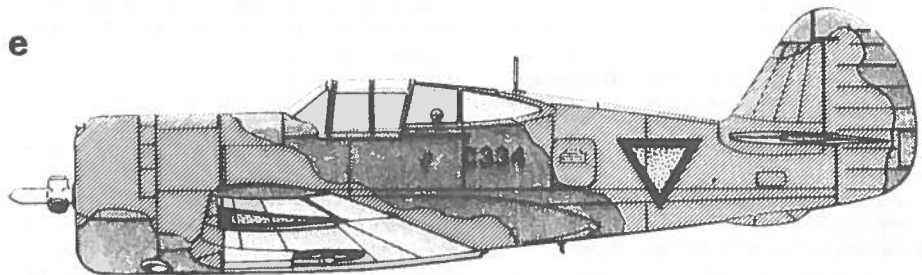
Jim Maas (SAFCH #411), 7 Lexington Court, Clifton Park, NY 12065.



d

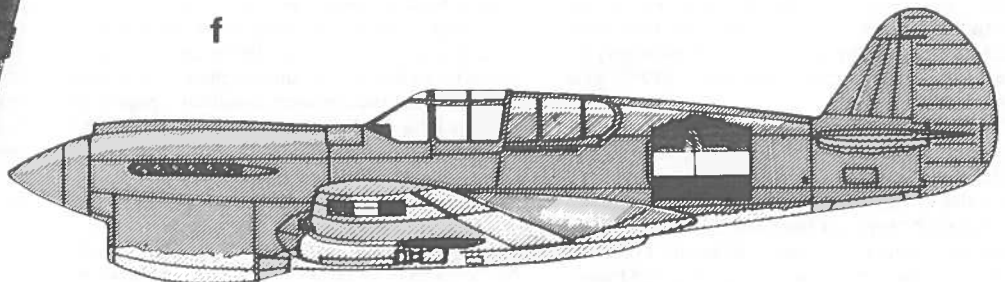


e



-  Green 34092
-  Olive Drab 34087
-  Silver

f



LENTAJAN NAKOKULMA ("Pilot's Viewpoint"), by Jukka Raunio with scale drawings by Pentti Manninen. FIM 220 plus shipping.

This is an amazing book. If you're into Finnish-designed aircraft, this one is a must.

The 225-page book, which is used as a text at the Finnish Air Force Test Pilot School, begins with a short history of the State Aircraft Factory and aircraft designed in Finland. Then, separate chapters describe specific aircraft, starting with the type evolution, a technical description, and, finally, observations by the engineers, test pilots, and support folks.

The closest comparison I can imagine would be a Docavia special on all Finnish designed military aircraft from 1933 to 1985. There would be some differences, however. Most important is that the contents are entirely in Finnish. But, oh, the photos! Exterior and interior detail shots, camouflage, etc. These are the finest halftones I've ever seen printed - very near the quality of an original print. Tech order drawings illustrate structural details, cockpit, armament, etc. Finally, precise scale drawings created from the original factory files are provided for each aircraft.

Planes described are the Tuisku, Viima, Pyry, Myrsky, Pyörremyrsky, Tuuli II, Vihuri, Tuuli III, and Vinka. It's interesting to note the rather significant differences between these drawings and the Aviation USK Myrsky kit. It just goes to show you: publish or create something and somebody will come along with precisely the data you needed - right after you've already produced it!

The price is not for the faint of heart at about \$51.00 plus shipping. It's available from Pentti Manninen, Makelankatu 5 B 10, 00550 Helsinki, Finland.

David Klaus (SAFCH #891), PO Box 47110, Washington, DC 20050-7110.

L'AVIATION MILITAIRE DANS LA BATAILLE DE FRANCE, Club Maquettiste Vauclusien, Boite Postale 23, 84510 Caumont sur Duranci, France.

This is a very nice book of 78 pages with 11 color plates, each with 4 to 6 color profiles, on French military aviation in 1939-40. There are also many b&w photos. Much of the emphasis is on auxiliary, second-line, and Aeronavale aircraft, with many unusual illustrations. The price is about 200 FF and can be ordered from the publisher - Club Maquettiste Vauclusien.

Jean Yves Goffi (SAFCH #427), Residence Vallon St. Hilarie, BAT 6, Rue de la Petite Porte, 7600 Rouen, France.

"Although the following book is not about a small air force, it is about an obscure air force that has been sadly overlooked. The author does a pretty good job covering the subject, and there is quite a lot of information for the price."

Ron Nass (SAFCH #970), 48 Audubon Ave., Providence, RI 02908.

THE ALEUTIAN WARRIORS: A History of the 11th Air Force & Fleet Air Wing 4, by John Cloe. 326 pages 8.5 in. by 11 in., over 500 photographs, maps, full-color cover, softbound. \$19.95 plus \$2.50 postage.

"Not much is known about the Aleutian Campaign or about the men who fought along the chain of islands that stretch over a thousand miles from mainland Alaska towards Asia. What was accomplished there has been obscured by time and overshadowed by the more dramatic events of other war theaters. It was the only campaign fought

on North American soil during the war. It was primarily an air war where young men battled not only each other, but also the terrible, unforgiving elements of the storm-lashed, primeval place. The war in the Aleutians has been referred to as the forgotten war, and the terror of the air battles that were fought in the lonely skies unfortunately have not summoned up the power and the glory of the other theaters of conflict. However, those who fought there remember. One veteran, Jack Roberts, in a letter to the editor of the 'Anchorage Daily News', expressing appreciation for a memorable article by Al Haley on the reunion of Eleventh Air Force veterans in Anchorage, perhaps best summed up their feelings: 'Most young people do not know of the Japanese bombing of Dutch Harbor, the invasion of Kiska and Attu and the battle for the Aleutian Islands. As a nation we were not isolated then and have not been isolated since.'"

Several new books from Poland should be of great interest to SAFO readers:

The Gdansk-based publisher AJ-PRESS, whose first booklet on the F7F Tigercat was issued a few months ago, has brought another in their series **MONOGRAFIE LOTNICZE - MiG-25/31**. This is a superb production, comparing favorably the excellent Czech 4+ publication on the MiG-21. As the MiG-21 book, this book is bilingual; all descriptions, photo and drawing captions are in English and Polish, giving it true universal appeal. Many photos are used including details, interiors, etc., some in full color. Two fold-out pages on high-quality paper are devoted to show the various subtypes of each aircraft in excellent 1/72-scale drawings, including cross sections and details. What does this book have to offer the small-air-force enthusiast? The MiG-25 is operated by Libya and Bulgaria [Editor's note: Syria?], and non Soviet users of the MiG-31 will sooner or later be disclosed. And, with the economic situation in the former Soviet republics, the producer can be expected to everything possible to sell as many as possible to anyone interested.

Wojciech Butrycz, ul. Pacimiech 12A m.25, 30 667 Krakow, Poland.

Do you remember AEROHOBBY's excellent book **FIGHTERS OF THE SEPTEMBER CAMPAIGN**? If you liked this book, you won't be disappointed with their two new books: **BOMBERS OF THE SEPTEMBER CAMPAIGN** and **THE FIRST FIGHTER AIRCRAFT OF POLISH AVIATION**. Both of these new books are much improved being hardbound with high-quality paper used for the color plates.

BOMBERS OF THE SEPTEMBER CAMPAIGN contains 13 chapters describing all Polish and German types used during the Campaign including the PZL P-37, LWS-4 & 6, Do-17 and He-111. Seventeen pages are devoted to scale drawings along with some 5 or 6 cutaway drawings. Several sketches, tables, and maps are included as are plenty of photos including many rare and previously unpublished ones. There are two color plates for Polish aircraft and one plate for German machines, and these are very beautiful. Chapter 12 consists of a facsimile of the original PZL P-37 manual with many of the details that can be found only in such a manual. Chapter 12 lists all the readily available 1/72-scale kits of the aircraft described. Altogether, 176 pages of excellent value.

PIERWSZE SAMOLOTY MYSLIWSKIE LOTNICTWA POLAKIEGO by Tomasz Gorowek. 29

cm by 21 cm, 127 pages. Hardbound.

The book on early Polish fighters consists of 128 pages bound between hard covers featuring an eye-catching painting of a trio of Polish Oeffag D-III's engaging Soviet Se-5s. Four types are fully described: Albatros (Oeffag) D-III, Ansaldo A.1 Balilla, Fokker D-VII, and SPAD 7C.1 & 13C.1. The illustration cover more than the aircraft in Polish markings; photos and drawings are included for Austro-Hungarian Oeffags; Italian and Latvian Balillas; Belgian, Dutch, Red Hungarian, Swiss, & American Fokker D-VIIs, and Czech and American SPADs. Of course, there are the usual (usual for AEROHOBBY) excellent scale drawings, details, insignia, drawings of engines, details of printed fabric (both the German "lozenge" and the Austrian "whorl" patterns), and a multitude of tables. Pride of place belongs, however, to 16 color plates of outstanding quality. You have to see it to believe it.

One can only wish that the AEROHOBBY series will continue and that the book arrive more frequently than every two or three years.

Wojciech Butrycz, ul. Pacimiech 12A m.25, 30 667 Krakow, Poland.

LOCKHEED HERCULES PRODUCTION LIST 1954-1993, by Lars Olausson. 112 pages, 14 cm by 20.5 cm. Softcover.

This is the 10th Edition of Lars Olausson's (SAFCH #361) magnificent labor of love. The list now extends to C-130H-30 c/n 5211 scheduled for delivery to the Thai AF in 9203. If you are not familiar with the earlier editions, the history of small-air-force Hercules is easily traced by first consulting the table "Government Operators" (where 58 countries are listed as using the Hercules) for the c/n numbers of the C-130s operated by a given government and then reading the history of the relevant c/n's. For example: Kuwait used 6 Hercules, one of which is c/n 4955 which is an L-100-30 which was delivered 8303 as 'KAF325'. The color scheme was white top with grey bottom, and it was evacuated to Saudi Arabia on 900802. [Review copy courtesy the author.]

This book is available from the author: Lars Olausson, Box 142, S-530 32 Satenas, Sweden. "Please send \$10 (surface mail included; \$12 if you want air mail), cash in the letter. No small check please, as bank charge is \$8.50."

AEROARCHIV: AVIA B-534. 21 cm by 29.5 cm, 36 pages. Softcover.

This attractive Czech biplane fighter has long been a favorite with small-air-force enthusiasts, and this new publication adds much to the information available in the old Profile Publications #152 and Polish TBU #34. The AEROARCHIV publication contains 85 photos, 10 color side-view drawings, a center color plate with 2 more side-view drawings and an assortment of top- and bottom-view drawings, numerous sketches of interior and exterior details, and 3 pages of superb 1/72-scale drawings.

The photos cover all versions from the ungainly B-34 prototype through the sleek B-634, with versions in between clearly identified and described. Scale drawings are included for the B-543 Series I through IV and for the Bk-534. (Conversion of the KP kit of the B-534 Series IV to any of the other version is a challenging but straightforward process.) In addition, a scale drawing is provided

(Continued on page 64)

NETHERLANDS ARMY AIR FORCE

Wim Verleur

EARLY NETHERLANDS AF AIRCRAFT

The LVA (Air Section) of the Army was created on 1 July 1913 and a piece of land near Soesterberg was bought and made available for its use. Dutch military aviation had actually begun much earlier when, in 1886, the Royal Engineers began operating two balloons; a tiny airship was added in 1911. Three Army Lieutenants had obtained flying licences abroad: LTs Versteegh and Coblijn had attended flying courses in Austria and France and Lt. Visser had been awarded a licence (brevet) during army exercises in 1911. This trio flew private planes which were made available to the military: two Blériots, a Farman, a "Zodiac" and a "De Brouchere". Apparently, the results were encouraging enough for a recommendation to be made to initiate an air component. A plane, built in Holland by Mr. Marinus van Meel and called the "Brik", became the first LVA aircraft. The three pilot officers and the C.O. H. Wallaardt Sacre (Capt. of Engineers), made up the total "force".

After the formation of the LVA in 1913, a committee visited France to test aircraft. Their recommendations resulted in the purchase of 3 Farman HF-20's which received registration numbers LA-2, LA-3, and LA-4. The original "Brik" was registered LA-1, and an improved "Brik" was added which became LA-5.

Judging from photographs, these aircraft were finished in natural dope with black registration codes on the vertical tail just below the horizontal stabilizer. An orange disk was adopted as a national insignia and it was applied in four positions: near the tips on the upper and lower wings. The diameter of the ball appears to have been approximately 80% of the wing cord. This emblem was carried through 1921 when it was changed to the segmented red/white/blue disk with a small orange disk at the center. This insignia is still used today.

At the start of WWI, on 1 August 1914, the LVA was equipped as outlined above. However, personnel had increased to 10 officers, an engineer, and 31 enlisted men. The country was officially neutral, several battles were fought across the border in Belgium. In 1915, four more Farmans were bought in France which became LA-6 through LA-9.

Because of good experiences with the initial Farman F-20's, six model F-22's more were purchased and a contract was signed to build this type under licence locally. This was done at the Trompenburg automobile factory in Amsterdam. Eleven were acquired this way and two more were assembled by military personnel at Soesterberg AB. Known LA- numbers are 6, 7, 9, 10,

11, 12, 16, 18, 19, 26, & 37. Some were also made for the MLD (Naval Air Service), and a few were also transferred from the Army to the Navy.

(Initially Naval pilots were trained by the Army at Soesterberg. One of the first was a young Lieutenant Karel Doorman who became well known in February 1942 as the Admiral in Command of the Allied Forces during the Battle of Java Sea during the Japanese attack on the former Dutch Indies. The first post-war Dutch aircraft carrier was named after him.)

The misfortunes (spoils) of war further increased the LVA inventory. Various Allied and German aircraft got "lost" or crash landed on Dutch territory. Usable aircraft were fixed up, cannibalized, combined, etc. and the result was a hodge-podge of aircraft which gave Dutch personnel invaluable experience with all kinds of technologies. It is believed that a total of 78 interned aircraft were flown in Dutch service, some being in use up to 1925.

Some of these interned aircraft were flown in their original colors and registration, with only the national markings altered, although some received LA-XX numbers.

In 1917, ten Fokker D-III's were bought from Germany, and, in 1918, a quantity of Rumpler C-V/VIII's were obtained from the German Army by a literal horse trade for some 5000 horses and other odds and ends, all scarce commodities in Germany at that time. Furthermore, 6 Thulin "K" fighters were bought from Sweden, from France came 5 Caudron G-III's and 5 Nieuport XIC1's which had been ordered in 1914, and two Ansaldo SVA 10's arrived as a present from Italy in 1919.

Meanwhile, the Trompenburg factory, which had gained experience building aircraft under licence, started building prototypes of its own design. The LVA bought one Spijker V-1 which did not come up to expectations. The V-2, a trainer, was apparently better since 67 were eventually manufactured for the LVA and MLD. The V-3 fighter was a failure. The improved V-4 was never made, and at the end of the war all orders were cancelled. No more aircraft were ever manufactured at Trompenburg.

A prototype of a twin-engine bomber, the A-2M, was built by the LVA. It never received a registration number, but it was named the "Soesterberg". Only a few flights were made and after the war it was exhibited at the ELTA aviation Fair in 1919.

LVA COLORS AND MARKINGS: 1919-1940

Numbers were painted on the side of the fuselage forward of the national insignia. The majority of aircraft were finished in "olijfgroen" (olive green) which is close to RAF "dark green" and not comparable to US "olive drab". Aircraft obtained shortly before WWII had a camouflage scheme consisting of the same "olive green" with "sand" and "dark brown". The FS595 equivalents of these colors are 34102, 33481, and 30045 respectively. If not exact, they look good and give the feeling of the real thing.

Serial numbers assigned were:

1-25:	Aircraft for ground taxiing only
25-200:	Trainers
201-300:	Single-seat fighters
301-450:	Two-seat fighter-bombers
451-800:	Reconnaissance aircraft
801-	Multi-engine bombers and transports

Exceptions: During 1938-40, Fokker prototypes under test had X- followed by a number.

All other Dutch aircraft with military markings showing a letter and number belonged to the Naval Air Service (MLD).

Rumpler C-V: Acquired in 1918, they first received LA numbers such as LA-49. Few records exist and not many photos have survived. Apparently, they were renumbered in the 447-486 range. Ultimately some were used as ground trainers with fabric removed from the wings so that could not possibly take off.

Fokker D-VII: 250-269.

Fokker C-I: 487-548. Essentially a two-seat D-VII.

Fokker S-2: 87-98. A D-VII modified as a side-by-side trainer. One was converted to an ambulance aircraft.

Fokker C-V: 1st series 591-620. Most converted to C-VI.

Fokker C-VD: 2nd series 301-330. Hispano Suiza 450 HP engines. Later renumbered 621-655.

Fokker C-VI: C-V with Hispano Suiza 350 hp. Two (619 & 620) were modified with 380 hp AS Jaguar engines with circular cowl.

Fokker S-4: 99-128.

Fokker C-IV: 549-580.

Fokker F7A.3m: 801-803.

Fokker C-VIII: 651.

Fokker D-XVI: 275-289.

Fokker D-XVII: 200-210.

Fokker C-IX: 661-665.

Fokker C-X: 701-720 & 750 (prototype). Developed on request of the ML-KNIL, the military aviation section of the Royal Netherlands Indies Army.

Fokker S-9: 31-50 and 996 (prototype).

Koolhoven Fk-49: 950.

Bucker 131 Bestmann: 75.

Koolhoven Fk-46: 76. Three others were requisitioned in 1940, but it is not known if they received military registrations.

Koolhoven Fk-49: Equipped with floats and given temporary registration 1001 for test flights. For Finland.

Koolhoven Fk-51: Those used as a primary trainer (flying) received numbers 1-25. Those designated for light observation duties received 400-428.

Koolhoven Fk-56 advanced trainer: 20 ordered, 10 delivered. 81 was the prototype. Probably all destroyed on the ground.

De Havilland Leopard Moth: Requisitioned PH-VYG (961), PH-FDK (963), and PH-JUH (964).

DH-80 Dragonfly: 962 ex PH-ATK.

Koolhoven Fk-43 960 ex PH-CMD; 965 ex PH-ASN; 966 ex PH-ASO

Fokker F-VIIIA: 951 ex PH-OTO.

North American NA-27: 997 ex PH-APG.

Fokker D-21: 211-247.

Douglas 8A-3N: 380-397.

Focke Wulf Weihe: Intended as a trainer for multi-engine aircrew. Known numbers were 197, 198, and 199, but some records indicate 5 were purchased.

Fokker D-23: X-4 (prototype).

Fokker T-5: 850-865.

Fokker T-9: Prototype of a modern all-metal bomber; crashed during development and later totally destroyed by German bombing at Schiphol.

Fokker G-1A: 301-336.

Fokker G-1B: Developed for the Spanish Republicans, but requisitioned and assigned 337-348. Only 3 were flown during the war. The prototype, X-2, became 341.

Koolhoven Fk-52: 1006 & 1007 were fighters being built for the French AF.

YPENBURG AIR BASE DIARY: MAY 9/10 1940

1. Anti-aircraft artillery and air base defense units on full alert from 0315 to 0800 hours. All fighter and bomber aircraft ordered to be ready to takeoff at a moment's notice.

2. From 0800 to 2030 hours, all air base defense units at a high state of battle readiness. Units on "Alert" fully armed, while other personnel not assigned special duties may rest with arms within reach. Aircrew: 50% on standby and 50% on full alert.

3. From 2030 to 0315 hours all units at state of battle readiness with 50% at armed for battle; all other personnel and air crews at rest.

4. About 0330 hours, a Captain orders all eleven Douglas 8A's and eight Fokker D-21's to start engines. The reason is unknown, but it is probably to check alert status. Daybreak - engines shut down - the aircrew leave their aircraft. Suddenly, the air raid alert is sounded. Aircrew jump back into their seats and start engines at 0350. Heinkel He-111's attack. Bombs are falling. The D-21's are first to take off. They take off in any direction; the absence of any wind makes it easy.

5. The second wave of bombers comes in; falling bombs damage three Douglas 8A's which had just started rolling. Nevertheless, all are able to get into the air and try to intercept the enemy. One Douglas with a badly damaged wing can't manage; it turns over and the crew is thrown out through the canopy. Two parachutes open and the crew descends safely. The

action quickens. Me 109's attack from above. The battle is hopeless. The slow Douglas two-seaters are easy prey for the German fighters. Four are shot down. Four are able to make an emergency landing. One is damaged by German paratroopers. Another is destroyed in the subsequent ground action. The 3rd and 4th Douglas land at Ockenburg AB but they are subsequently destroyed by in a German bombing attack.

6. The D-21's do not do much better. All but one, which lands at Schiphol airport, are shot down. Four pilots are wounded, but all saved their lives by jumping.

7. After the base is attacked by Stukas, Ju-52's appear and start dropping paratroopers. Next 8 Ju-52's try to land, but this is a mistake. The Dutch defenders are not yet defeated. It turns into a bloodbath. Most of the Ju-52's are destroyed by gunfire from a light armored car. Nevertheless, enough of the landing troops survive and manage to regroup under fire. A second wave of Ju-52's land, crashing through the existing mess. More are destroyed. A third wave lands at the perimeter.

8. Meanwhile, the defenders are caught in the rear by the paratroopers. Ammunition is low when a small ammunition depot goes up in flames. Some defenders surrender and are put into the semi-destroyed hangers where they subsequently come under fire from their own artillery.

9. The base is retaken the same day by Dutch forces. By 1500 hours it was almost over. Some straggling German units resist until approximately 1900 hours. This is only a small local victory

which is overshadowed 3 1/2 days later when the Netherlands government is forced to capitulate to the Germans.

A BRIEF ACCOUNT OF FOKKER T-5 ACTION

On Friday, 10 May 10, 1940, 0400 hours, all aircraft leave Schiphol airport just south of Amsterdam:

#855 goes to Ruigenhoek AB.

#856 goes to Ruigenhoek AB.

#854 goes to Ruigenhoek AB.

#862 leaves for Ruigenhoek AB, but is shot down by enemy fighter en route.

#853 goes to Ruigenhoek AB where it lands with engine problems. It is later destroyed during a bombing raid.

#865 goes to De Kooy where the aircraft is destroyed, crew OK.

#858 goes to Haamstede where the aircraft is destroyed during a bombing raid. One German aircraft is shot down by the observer.

#850 goes to Bergen and returns. An enemy aircraft is damaged by the observer.

#855 During a mission, an enemy aircraft is downed by the observer. Aircraft returns to base at 0700 hours.

#856 Bombs Ockenburg. Returns safely

#891 Bombs Ockenburg. Returns safely. An enemy aircraft is downed.

#862 Bombs Ockenburg. Returns safely.

From Ruigenhoek 1500 hours.

#856 Bombs Waalhaven. Lands at Schiphol

#854 Bombs Waalhaven. Shot down; crew missing.

#862 Bombs Waalhaven; Shot down, crew missing.

Saturday 11 May: From Schiphol.

#856 At 1000 hours, bombs Maas bridge (Rotterdam); bombs miss. This is the aircraft's 4th combat mission. Aircraft returns safely.

#856 At 1300 hours, this aircraft bombs the Maas Bridge again. This is the aircraft's 5th combat mission, but with a new crew. The bombs miss target, but the aircraft returns safely.

#850 At 1000 hours, bombs the Maas bridge; bombs miss. This is the 3rd combat mission for this aircraft. It returns safely.

#850 At 1300 hours, the Maas bridge is bombed. On its 4th combat mission, the aircraft is shot down with 2 dead and 3 parachuting to safety.

Sunday 12 May: From Schiphol.

#856 Bombs "Connecting Dike". Returns safely.

#856 Bombs Moerdijk bridges. Aircraft shot down; crew perishes.

LOSS AND VICTORIES OVER HOLLAND: MAY 10-15 1940

Whatever was left of the Dutch air force after the initial destruction on the ground at dawn on 10 May 1940 gave a pretty good account of itself. For example, during an encounter of 9 D-21's with 9 Me-109's, four or five Me-109's were claimed vs the loss of one D-21 (241). The greatest victory was achieved by D-21's early the first day when a group of 55 Ju-52's was intercepted. The Dutch pilots claimed 37 destroyed, and postwar records in the Luftwaffe archives show the loss of 39 Ju-52 in that encounter. This occurred in the vicinity of Valkenburg AB which was under construction (near Leiden). Many of the Ju-

52's were able to crash land in meadows and a many of the German soldiers survived.

The total losses for the Luftwaffe for the 5 days of the war were: Ju-52 (224), He-11 (31), Ju-88 (22), Me-109 (29), Me-110 (8), Ju-87 (7), Hs-126 (7), Hs-123 (1), He-50 (4), Do-17 (4), Do-215 (2), He-115 (6). Total 346.

According to official records of the Air Force Museum at Soesterburg, the total Dutch losses were 86 aircraft of all types.

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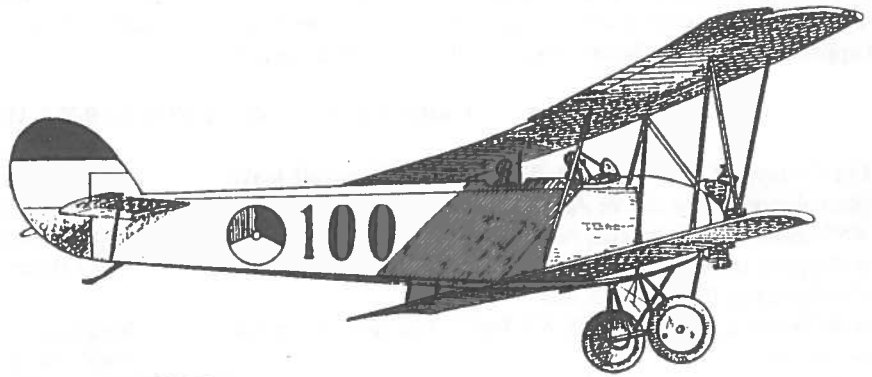
Fokker, Bouwer aan de Wereldluchvaart (Fokker, World Aircraft Builder), by C.T. Postma.

Countless issues of "Het Vliegveld" and "Vliegwereld", Dutch aviation magazines before, during, and after WWII.

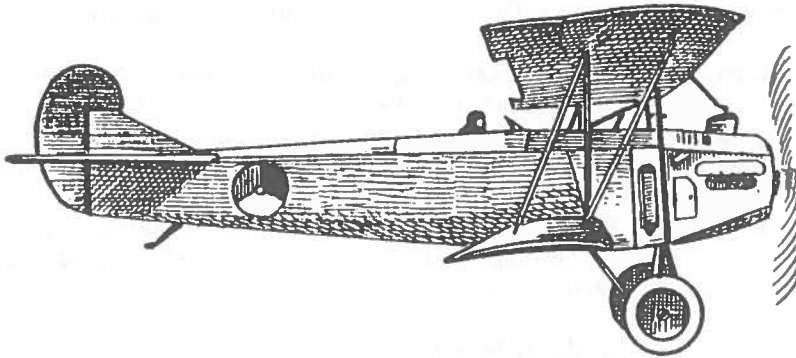
The line drawings on pages 60 and 61 are from the 1935 edition of "Wat Vliegt Daar" (What's that Flying?). The photographs on page 67 are from post cards over fifty years old.

Wim Verleur (SAFCH #1002), 18 Willow St., Garfield, NJ 07026.

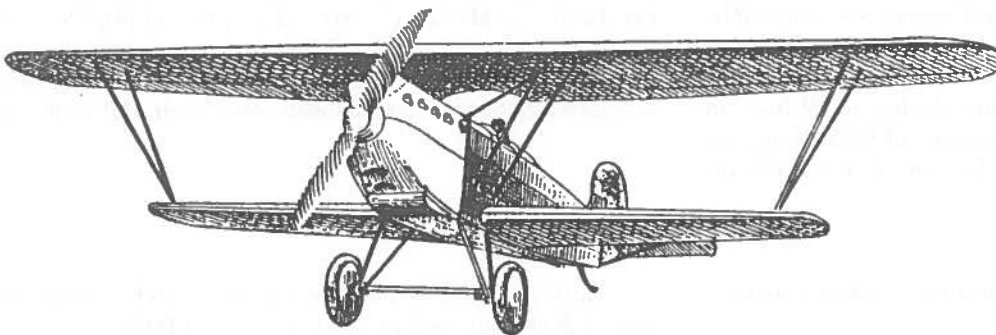
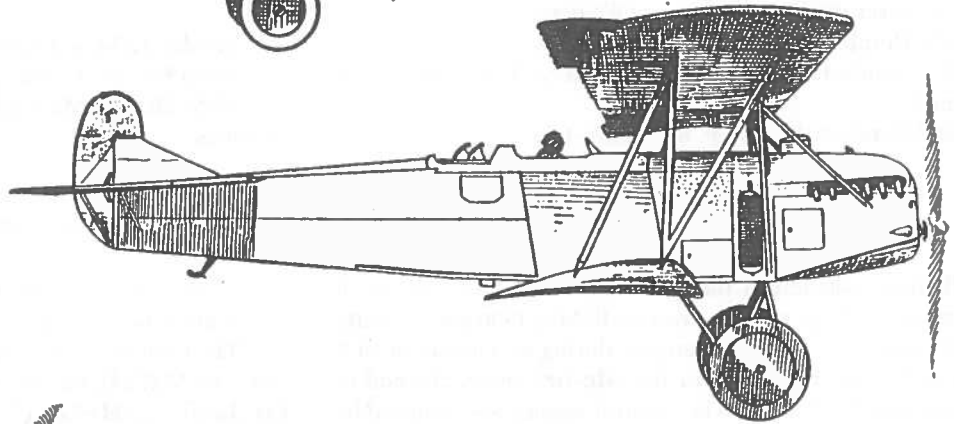
Fokker S.4



Fokker DC.I

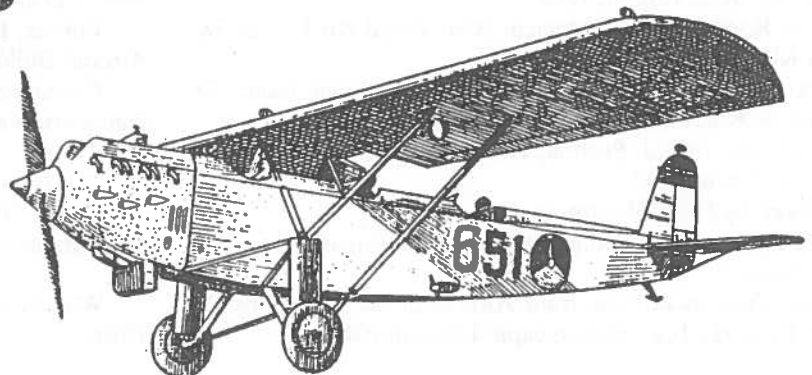


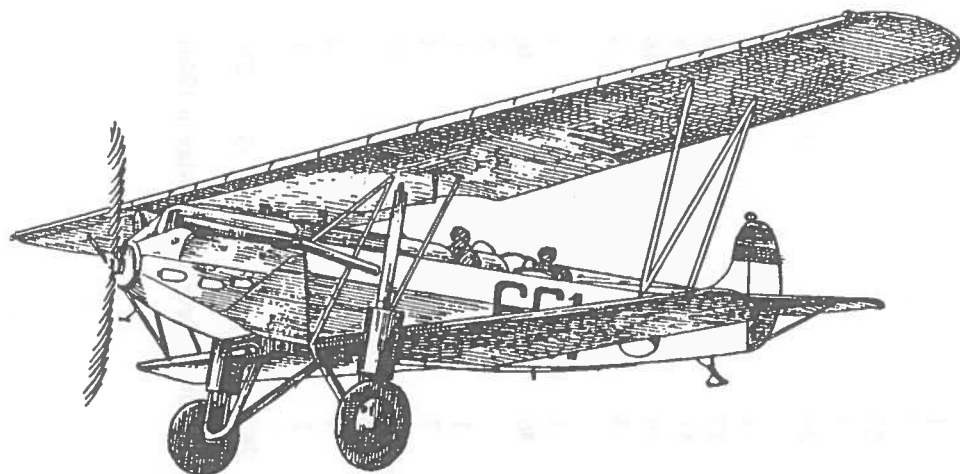
Fokker C.4



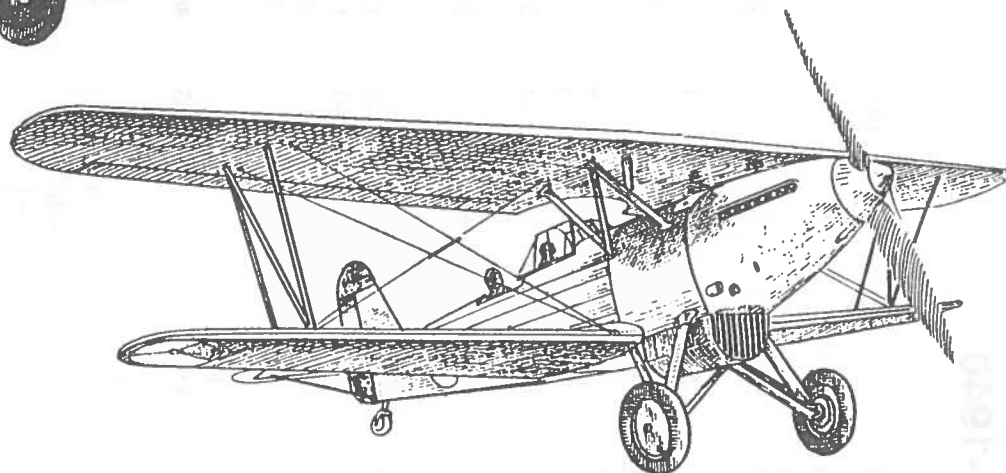
Fokker C.5D (C.6)

Fokker C.8

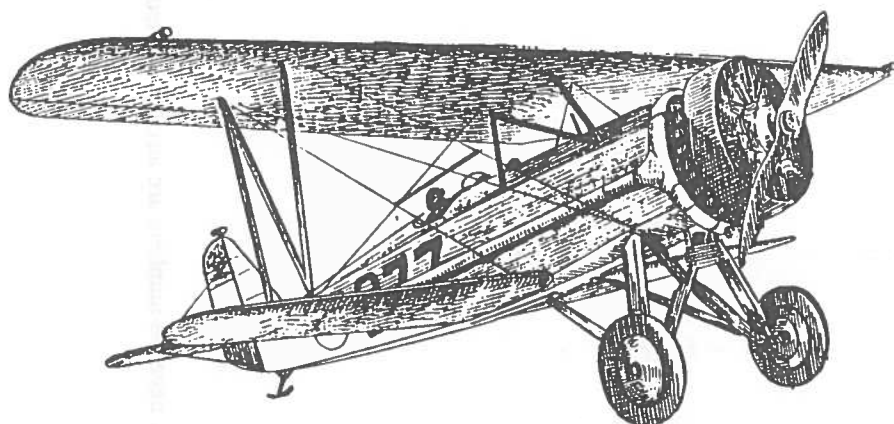




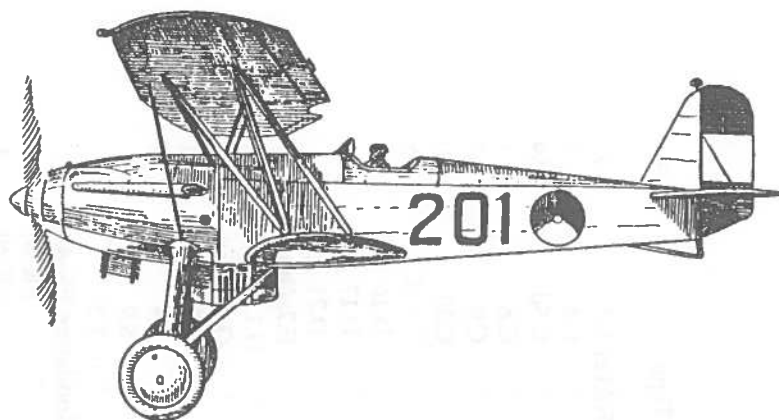
Fokker C.9



Fokker C.10



Fokker D.16



Fokker D.17

LUCHTVAARTAFDELING INVENTORY 1937-1940

Type	1936	1937	1938	1939	1940
Fokker C.I	21	-7	-14		
" C.4	4	-3	-1		
" C.5d	59	-2	-1	-2	-1
" C.8	1		-1		53
" C.9	5			-1	4
" C.10	20				20
" D.VII	5	-1	-4		
" D.16	11		-2	-8	1
" D.17	9		-1	-2	7
" D.21		+1		-1	35
" F.7a/3m	3		+18	18	3
" G.1 Merc.				+36	-1
" G.1 Wasp					+6
" S.2	2	-1			1
" S.4	23	-2	-2	-2	-1
" S.9				+12	+7
" T.5				+4	
Koolhoven FK-43			+12	+3	
" FK-46		*			3
" FK-49	1				1
" FK-51	10	+20	-5	-3	46
" FK-56			+24		+5
Bucker Jungmann		+1			1
Focke Wulf Fw-58					1
Douglas DB-8A/3N				+3	4
N.A. NA-27				+18	17
De Havilland DH-85				+1	-1
" DH-90				+1	1
Total	174	+22	+54	+100	+20
		-16	-30	-21	-5
		180	204	283	298

Positive number are aircraft taken on charge, negative numbers are aircraft deleted, number without a sign are aircraft on charge on 31 December (9 May in 1940).

ADDITIONS

1937	Fokker D.17 Koolhaven FK-51 Jungmann	211 (ex F-321 from NEI Army; the prototype part of 11-25 (trainers) and 400-428 (AOP) 75	
* FK-46 has serial 76, but after tests the contract was cancelled and the plane was never accepted by the LVA.			
1938	Fokker D.21 " T.5 Koolhoven FK-51	212-229 851-862 remainder of series	
1939	Fokker D.21 " G.I Mercury " S.9 " T.5 Koolhoven FK-43 Focke Wulf Fw-58 Douglas DB-8A/3N NA-27 DH-85 DH-90	230-247 300-335 31-42 850,863-865 960,965,966 (impressed civil aircraft) 197-199 381-398 997 (hired, purchased in 1940) 961,963,964,968 impressed or made available by owners) 962 (as above)	
1940	Fokker G.1 Wasp " S.9 Koolhoven FK-56 Fw-58	341,345,348,349,354, 355 (340-365) 43-49 82,83,85-87 (81-90) 195-196	

WRITTEN OFF

1937 Fokker C.I	492,503,515 499,520,535,548 550,552,561 590,587 263 95 99,102	accident retired " accident " retired accident
1938	Fokker C.I " " C.4 " C.5d " D.VII " S.2 " S.4	retired " " accident retired " accident " "

1939 Fokker C.5d " C.8 " C.9 " D.16 " " D.17 " D.21 " S.4 " S.9 FK-51	602,611 655 663 279 275,278,280-283,285 206,211 237 100 or 101 39 424,12	accident retired accident " retired accident " " " "
1940 Fokker C.5d " G.1 " S.4 FW-58 DB-8A/3N	653 306 127 198 386	unknown accident " " "

In February 1938, C.5d 330-334 were reserialled 650-654 and C.8 651 became 655.

LVA AIRCRAFT 1913-1940

Trainers

Van Meel Brik, Grote van Meel, Farman HF-20 and -22, Albatros B.I, Avro 504, Trompenburg V.2, Fokker S.2, Fokker S.4, Fokker S.9, Koolhoven FK-512, Koolhoven FK-56, Bucker Jungmann, North American NA-27, Focke Wulf Fw-58 Weihe.

Obervation aircraft and Light Bombers

Farman HF-20 and -22, Rumpler C.VIII, Caudron G.IV, Fokker C.I, Fokker C.4, Fokker C.5d RR, Fokker C.6, Fokker C.8, Fokker C.9, Fokker C.10, Koolhoven FK-51 (AOP), Douglas DB-8A/3N. Most interned WWI types were used both as observation aircraft and trainers. All Fokker C-types (except C.8) were 2-seat biplanes. When obsolete, they were used as advanced trainers. C.8 was a 3-seat monoplane. C.9 was a modified C.5d.

Fighters

All WWI fighter types, Fokker D.III, Fokker D.VII, Fokker D.16, Fokker D.17, Fokker D.21, Fokker C.5d, Fokker G.1. The C.5d was a 2-seat fighter which was later used as observation aircraft and light bomber.

Bombers

Vreeburg A.2M (prototype twin-engine bomber built by LVA using parts of 1 1/2 Strutter LA33 (ex 9396), Fokker F.7a/3m (later used as crew trainer and transport), Fokker T.5 (originally intended as "cruiser").

Miscellaneous

Koolhoven FK-49 (photoplane), Koolhoven FK-43 (communications/trainer), DH-85 Leopand Moth (as above), DH-90 Dragonfly (as above).

F. Gerdessen (SAFCH #12), Fijscheerderdraat 12, 4204 ES Gorinchem, THE NETHERLANDS

(Continued from page 56)

for the second prototype, the B-534.2, which is without doubt the most attractive aircraft of the entire series. Special versions included in the scale drawings are the Series III with the make-shift closed canopy, two different versions of ski undercarriage, and a "hooked" version for operation at sea from an aircraft carrier. (I'll let you ponder that

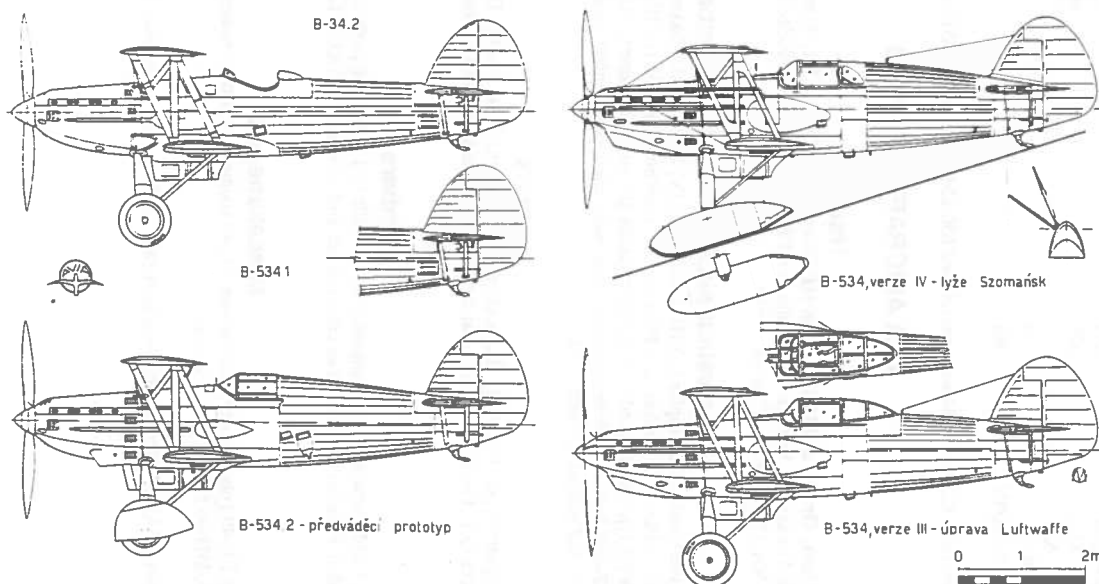
one for awhile.)

One of the pages of color side-view drawings illustrates an example of each of the four Series plus the Bk-534. Another color page illustrates aircraft in the markings of Slovakia (one in early "double" cross insignia, another carrying the later blue cross with red disc, and a third from the Slovak National Uprising), Hungary, and Bulgaria. [Editor's note: Photos and drawings of the B-534 with the early

Slovak markings on the tail and are German cross on the fuselage are fairly well known. Supposedly, these are the markings carried in action over Poland during the Slovak participation in the September Campaign. However, definitive information of the marking carried on the wings was missing - until now. This book contains a photo of B-534.243 with both the Slovak "double-cross" and German crosses on the wings.]

AEROARCHIV's book on the Avia B-534 is an excellent and well worth the extra effort that may be necessary to find a copy.

[Editor's note: Missing from this book are any photos or drawings of B-534 in the markings of Greece, Yugoslavia, or Croatia. Use of the B-534 by these countries is well documented by many sources, but the only illustrations I know of are color side-view drawings for Series III aircraft in Greek and Yugoslav markings which appeared in the Polish TBU. These drawings are devoid of any markings other than the national insignia and I suspect the drawings are the work of an active imagination. Anyone who can provide information on these aircraft for publication would be making a significant contribution to our knowledge.]



magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-magazines-

"I am enclosing the first issue of a new magazine, A ESCALA, which was published in December 1991 by the Venezuelan Association of Static Modelers. They plan to release a second issue in March. The cost of each issue is \$2.50 including postage. However, there are no plans for subscriptions and the issues are limited to 200 copies. They can be contact at: Hobby Tech C.A., Centro Empresarial Don Bosco, Messanian, Local No. 13, Los Ruices, Caracas."

Armando Gil M. (SAFCH #543), Aptdo. 19.101 Quinta Crespo, Caracas = 1014-A - D.F., Venezuela.

[Editor's note: The first issue of A ESCALA consists of 28 pages 22 cm by 28 cm (approximately 8.5 in. by 11 in.) printed on good quality paper. Articles include: 8 pages on "Noticias le Bourget" with 15 photos; 2 pages on painting faces; 2 pages on modeling "Un Canon Impresionante" (1/35 scale M-107); 3 pages of text on "Camouflage de los Vehiculos Nlindados Alemanes entre los Anos de 1934 y 1945"; and 2-pages on "El Baron Rojo". The article of most interest to aircraft modelers is 3 pages on the "Embraer AT-27 (Tucano Fuerza Aerea Venezolana)" with 4 photos of a model, one photo of the real thing, and a 4-view showing the camouflage scheme with FS595 equivalents for the colors. This magazine shows promise for the future. If they can put at least one article on Venezuelan aircraft in each issue, this publication will be very useful.]

"I ran across WORLD AIRPOWER JOURNAL, Vol. 8, Spring '92. Lots of hot stuff: MiG-17/Lim-6; MiG-23/27 (including Hungarian MiG-23 with 'chevron' insignia); Greek AF; Far East (Brunei, Myanmar, Indonesia, Kampuchea, Laos, Malaysia, Papua New Guinea, Philippines, Singapore, Thailand, & Vietnam). Published by Aerospace

Publishers Ltd., 179 Drilling Rd., London W6 0ES. Available from Airtime Publishing Inc., 10 Bay St., Westport, CT 06880. \$17.96 USA, \$21 other. This is price per issue; no annual rate was listed." Wesley Moore (SAFCH #84), 5802 North East 59th St., Seattle, WA 98105.

MILITARIA, Vol. 1, No.2; 30 cm by 21 cm, 54 pages. The much delayed, but much improved, second issue of MILITARIA quarterly arrived shortly before Christmas. It brings an excellent article on the Breguet XIVs of the Polish Air Force's 3rd Eskadra 1919-20. Included are 8 rare photographs, 6 side-view drawing with colors described in English, and an full color of aircraft 10.21 carrying the squadron insignia of a skeleton in a red coat playing a violin. Other interesting articles include a 2-page presentation of Bulgarian Lim-6s with 5 color photos and a color side-view drawing of a camouflaged version; and the second part of the series on insignia of the current Polish Air Force with includes 20 color photos plus drawings and sketches. An article of non-aviation interest, but, nevertheless, highly interesting, covers Finnish AFVs from 1917 to 1945 with 11 color photos, 7 b&w photos, and 5 drawings.

MILITARIA is much improved and the publisher promises the next issue for early 1992. Wojciech Butrycz, ul. Pacimiech 12A m.25, 30 667 Krakow, Poland.

AIR MEMO, No. 1, December 1991. Subtitled "South American Enthusiast of Aviation News Letter" and published by SAFCH member Jorge Ricardes in Buenos Aires, this premiere issue consists of a slim 8 pages. Articles include: "Aviones Antiguos y Clasicos en Argentina" one page with a side-view drawings of an Argentine Army Piper L-21B. "Aviacion Comercial" 3 pages on commer-

cial aviation in South America including a side-view drawing of Boeing 737-200 'CC-CLF' in the markings of SABA Chile. "FIDAE '92" 2 pages on the International Aviation Fair in Chile with list of aircraft scheduled to appear (including 20 from the USSR).

This publication has potential. If you want a free sample, write to Jorge C. Ricardes, San Martin 982 5to. Piso Depto. A, 1004 Buenos Aires, Argentina.

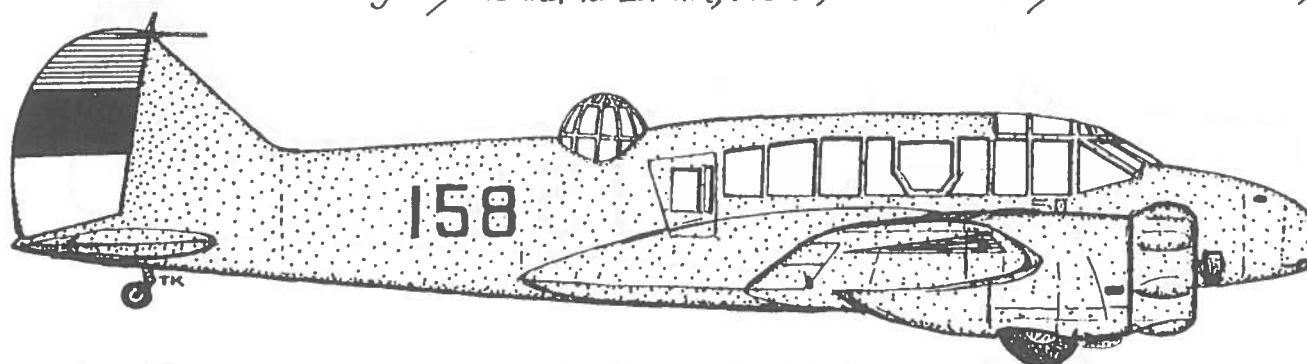
AUSTRALASIAN AIRPOWER, December 1991-February 1992.

This, the first issue of a new magazine from Australia, is an offshoot from AUSTRALIAN FLYING devoted to military aviation in Australia. As might be expected from its pedigree, AIRPOWER is slick publication on high-quality paper with lots of color. Articles in the premiere, 84-page, issue include: "Airshow Extravaganza!" 4 pages including 5 color photos and 6 b&w photos of the celebration of the RAAF's 70th anniversary at Richmond. "Heritage preserved" 4 pages on the plans for a National Air and Space Museum in Victoria. "Contact" 8 pages on 161 Reconnaissance Squadron. "Pitch Black '91" 5 pages on RAAF exercise in Australia's Top End (Darwin). "Navy on Trials" 8 pages operational testing of the Blackhawk. "Fighting Third" 6 pages on 3 Squadron's 75th birthday. "Aces High" 6 pages on Australia's greatest air ace, Captain Robert Little. "God of the Sea" 5 pages on restoring an RAAF Neptune.

AIRPOWER is a rather specialized magazine that will appeal to the reader specializing in modern Australian military aviation. It will have limited interest to the general reader; the main thing of interest to the modeler in the first issue are several very good color photos of Australian F-18s. [Review copy courtesy of one of our Australian members. Sorry, but I forgot to record the name.]

THE ESTONIAN ANNIE
AVRO ANSON Mk I

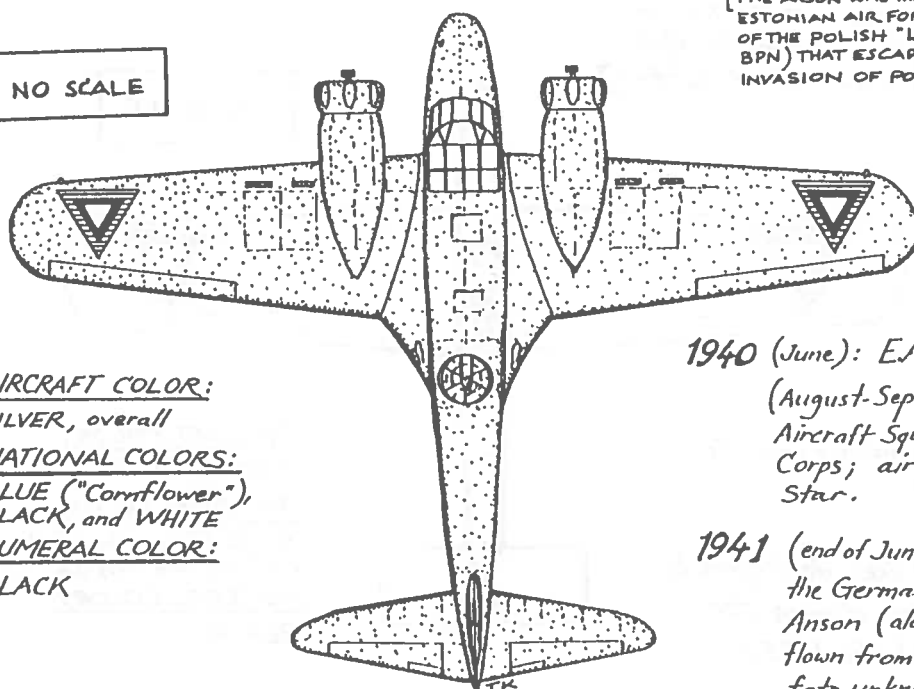
1936: EAF 158 (c/n 951), the only Anson in EAF service, was acquired from England. (According to Hall & Taylor's AVRO ANSON [Almark, 1972], this aircraft was ex K8741, deleted from an R.A.F. contract with the factory, as the aircraft originally intended for Estonia, K6211, was taken over by the R.A.F. instead.)



1939 (September): A week after the outbreak of World War II, the Estonian Anson visited Finland.

[THE ANSON WAS THE ONLY TWIN-ENGINE AIRCRAFT IN THE ESTONIAN AIR FORCE INVENTORY, UNTIL THE INTERNMENT OF THE POLISH "LOT" AIRLINE LOCKHEED ELECTRA (SP-BPN) THAT ESCAPED TO ESTONIA DURING THE GERMAN INVASION OF POLAND (SEPTEMBER 1939).]

NO SCALE



**SOVIET
OCCUPATION:**

AIRCRAFT COLOR:

SILVER, overall

NATIONAL COLORS:

BLUE ("Cornflower"),
BLACK, and WHITE

NUMERAL COLOR:

BLACK

1940 (June): EAF under "house arrest."

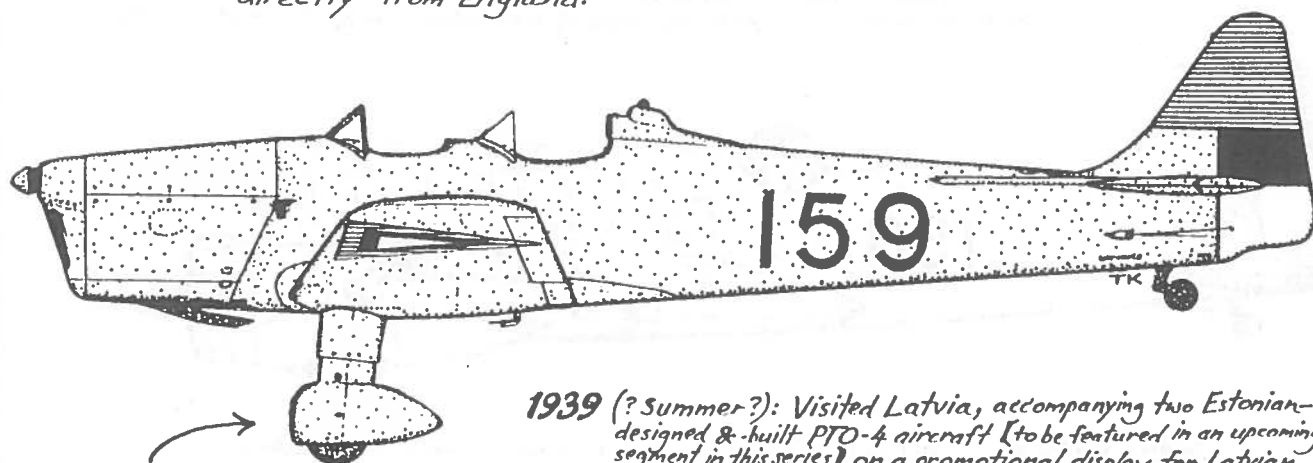
(August-September): EAF reformed as the Aircraft Squadron of the Soviet 22nd Territorial Corps; aircraft repainted with the Red Star.

1941 (end of June): Five days after the launch of the German invasion of the U.S.S.R., the Anson (along with E.A.F. Hs. 126Bs) was flown from Tallinn to Russian territory; fate unknown.

Special thanks to other members of the International Team:
namely PAUL BRANKE and FRITS GERDESSEN.

Ted Koppel / SAFO ('91)

1938: EAF 159, the sole Magister on EAF inventory, was acquired directly from England.



[SHAPE OF WHEEL SPAT
PROVISIONAL]

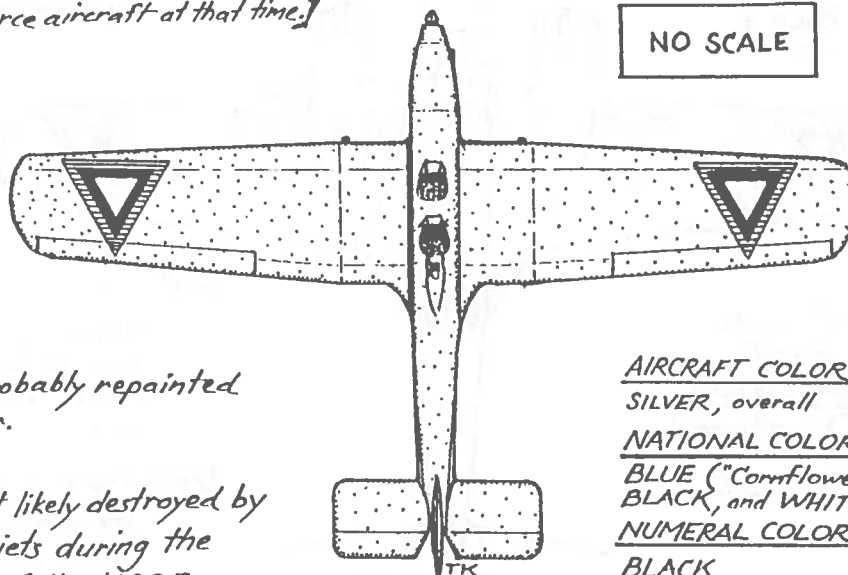
1939 (? Summer?): Visited Latvia, accompanying two Estonian-designed & built PTO-4 aircraft [to be featured in an upcoming segment in this series] on a promotional display for Latvian Air Force officials.

[NOTE NUMERAL STYLE DIFFERENT THAN THAT ON
THE ANSON ~ both being different than the style
used on other Estonian Air Force aircraft at that time.]



1940 (by late summer): Probably repainted with the Red Star.

1941 (end of June): Most likely destroyed by the retreating Soviets during the German invasion of the U.S.S.R.



NO SCALE

AIRCRAFT COLOR:
SILVER, overall

NATIONAL COLORS:
BLUE ("Cornflower"),
BLACK, and WHITE

NUMERAL COLOR:
BLACK

*Special thanks to other members of the International Team:
namely PAUL BRANKE and FRITS GERDESSEN.*

Ted Koppel / SAFO ('91)





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